

GRAIN DEALERS JOURNAL

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WHY NOT SHIP

McKENNA & RODGERS
NOW

Taylor & Bournique Co.

SHIPPERS
Corn, Oats and Barley
MILWAUKEE, WIS.

Goffe & Carkener

Grain Commission
St. Louis Kansas City

P. B. & C. C. **MILES**
Established - 1875
Incorporated - 1910

Peoria, Ill. Handling Grain on Com-
mission Our Specialty

James E. Bennett & Co.

Members Chicago Board of Trade
GRAIN PROVISIONS
STOCKS—BONDS
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ST. LOUIS— 11 Board of Trade
211 Merchants Exchange —PEORIA

Baltimore Grain Co.

Baltimore, Md.
CONSIGNMENTS

Reach the large eastern market thru
the largest eastern distributors

S. F. SCATTERGOOD & CO.
The Bourse Philadelphia, Pa.
Offerings of all kinds
Flour, Feed and Grain Solicited

SIMONS, DAY GRAIN and
& CO. PROVISION
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Wisconsin
Clover, Timothy, Grass Seed
Grain Bags

Established 1877

Langenberg Bros. Grain Co.
St. Louis New Orleans

Baltimore Pearl Hominy Co.

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Buyers of White and Yellow Corn
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Corn flour, Corn meal, Hominy feed, etc.

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GRAIN HAY BEANS
A. & C. Poultry Feeds

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J. A. Manger & Co.

216-218 Chamber of Commerce
BALTIMORE, MD.

ANY KIND OF WHEAT

can now be sold at

BUFFALO

on
NEW YORK BASIS

less cost of export delivery

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NEW YORK CITY, Produce Exchange

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is given you, not only by the way we handle your orders but by our product as well. All of our forty years' experience is behind the design and construction of CALDWELL machinery.

The growth of our business is evidence of the success of our efforts to satisfy our customers.

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WESTERN AVENUE

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713 MAIN STREET

NEW YORK
50 CHURCH STREET

= Why — Not =

WHY YOU SHOULD - - - AND - - WHY YOU SHOULD NOT
INSTALL A

New Richardson AUTOMATIC GRAIN SCALE

The Why's

- 1st. Because we want you to.
- 2nd. Because the NEW Richardson Self-Operating Automatic embodies every up-to-date principle of Automatic Weighing.
- 3rd. Because we guarantee that you will **BE MORE THAN SATISFIED** (our former guarantee was that you **WOULD** be satisfied).
- 4th. Because the NEW RICHARDSON operates without the aid of a HUMAN.
- 5th. Because it **IS AUTOMATIC** in every sense of the word.
- 6th. Because a "forgetting" operator can't make it go wrong.
- 7th. Because it is equipped with a **TYPE REGISTERING** device.
- 8th. Because it also has a "Non Set Back" Continuous Register, which acts as a "Check REGISTER" and also gives a record of the season's run.
- 9th. Because it will handle **DIRTY GRAIN**—Corn cobs and the like.
- 10th. Because when you are buying, you might as well buy the best, and have as good as your neighbor has.

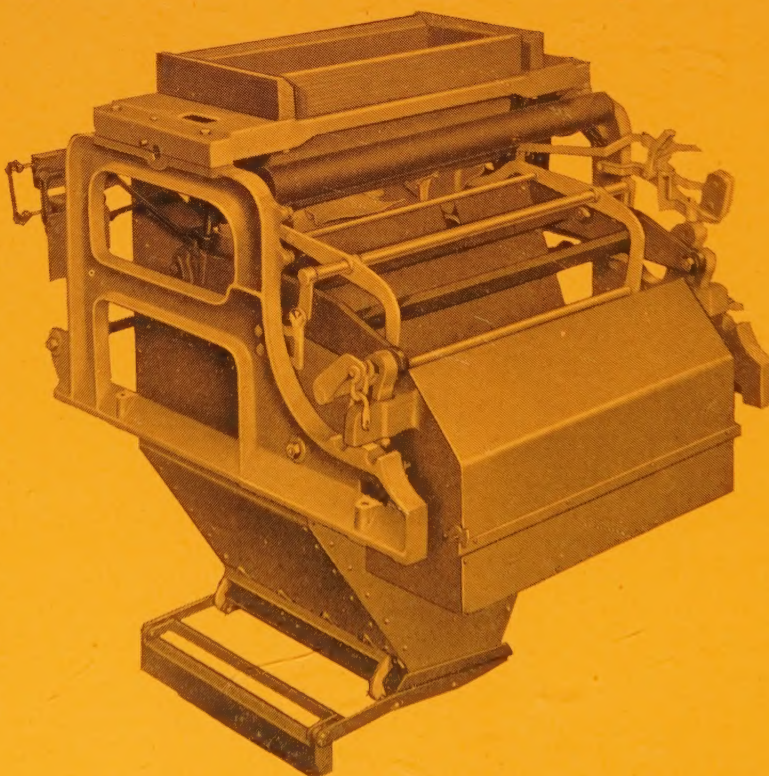
The Not's

- 1st. Because it costs more money.
- 2nd. Because you are satisfied with a guessing machine.
- 3rd. Because you buy from some salesman **WHO IS A FRIEND**.
- 4th. Because you won't take the time to investigate.
- 5th. Because you think that some **NAME**, reputable because of successes in other fields, is also a stamp of success on their Automatic.
- 6th. Because you feel as though you would like to do some experimenting.
- 7th. Because your Bank Account is growing too fast, and you want to get rid of some of it.
- 8th. Because you know that **RICHARDSON** is "on top," and you feel sorry for the under dog.
- 9th. Because your friends **ALL HAVE RICHARDSONS** and you want to get "something different."
- 10th. Because you don't take the trouble to specify **RICHARDSON SELF COMPENSATING TYPE REGISTERING AUTOMATIC SCALE** in the specifications for your new elevator.

THE NEW Richardson Self Compensat'ng

OPERATES

without the touch of a hand. Weighs Wheat one minute, Corn the next minute, and Oats the next minute. Absolutely and Positively **NO ADJUSTMENTS** to be made. The first **REALLY AND TRULY** Automatic that has ever been sold.



THE NEW Richardson Self Operating

ELIMINATES

the error possible with every human being. You cannot forget to adjust things, for there are no adjustments to be made. **START THE ENGINE GOING**, that's all, besides seeing that your Scale is in balance. Then when the car is loaded you press a lever which prints the ticket on the **TYPE REGISTER**.

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CHICAGO, 209 S. State St.

MINNEAPOLIS, 413 S. 3rd St.
WICHITA, 147 N. Emporia Ave.

FACTORIES: Passaic, New Jersey

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Panhandle Gr. & Elvtr. Co., whsle. gr., fld. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., receivers & exporters.*
Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., C. P., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*

BEAUMONT, TEX.

Archer, W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brkrs. of country grain.
Slick & Co., L. E., grain brokers.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.*
Cressey, Fred L., hay, grain, bkg. com.
Haynes, Wm. J., broker.
Jaquith, Parker, Smith & Co., wheat barley mlo.*
Marden & Co., C. F., grain brokers.
Merigold & Co., A. I., chicken wheat specialists.
Taft, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwdrs., consignments.
Burns Grain Co., grain commission.*
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elvtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Heathfield & Co., Inc., W. G., strictly com'n.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.*
Halliday Elvtr. Co., grain dealers.*
Hastings-Stout Co., grain and hay.
Magee-Lynch Grain Co., grain.*
Pink & Co., flour, hay, grain, fldstuff.
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., grain merchants.*

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Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Lipsey & Co., grain commission.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rogers Grain Co., commission merchants.
Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.
Rothschild Co., The Moses, general grain com'n.*
Rumsey & Company, grain commission.*

CHICAGO (Continued).

Sawyer Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Chamber of Commerce Members.

Blumenthal, Max, grain, barley a specialty.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Ferin Bros., wheat corn.*
Mutual Com. Co., hay, grain, feed.*

CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. L., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elvtr. Co., The, recvrs. & shprs.*
Lake Shore Elvtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elvtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., grain, seeds, hay, straw.*

COLUMBUS, O.

Myers & Baughman, grain and hay.

DAVENPORT, IOWA.

Davenport Elvtr. Co., receivers and shippers.*
Merchants Elvtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.
Ayres Mercantile Co., The, F. C., milling wheat.*
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. J., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.
Western Grain Co., mlg. wheat a specialty.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., beans, wheat, oats.*
Caughney-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay comgnts, a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*
Swift Grain Co., receivers & shippers.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whsle. grain, hay, mill pdts.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KAN.

Board of Trade Members.

Bolin Hall Grain Co., Kansas hard wheat.
Pettit Grain Co., L. H., gr. com., recvrs., shprs.*

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elvtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly bkg. & com.*
Heinmiller Grain Co., receivers and shippers.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.*
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Mutual Grain Co., grain commission.*
Rich Grain Co., grain commission.*
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elvtr., trk. buyers, slrs., gr. & sds.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Aylsworth Grain Co., receivers, shippers.*
Bruce Bros. Grain Co., consignments.*
Christopher & Co., B. C., kafir, feterita, mlo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Fowler Grain Co., Lev., receivers & shippers.
Frisco Elevators Co., grain merchants.*
Goffe & Carkener, recvrs. and shprs. of grain.*
Hinds Grain Co., The, receivers, shippers.
Kemper Mill & Elvtr. Co., grain and feed.*
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, mlo.*
Scoular-Bishop Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignments-futures.
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., commission merchants.*
Western Grain Co., shipper (a specialty).*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LITTLE ROCK, ARK.

Munn-Burrow Brokerage Co., grain, hay millfeed.*

LIMA, O.

Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
Nessly, J. L. Co., gr. brokers, alf. meal spec.*
U. S. Feed Co., grain, hay, millfeed.
Webb & Maury, brokers and com. merchants.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Donahue Stratton Co., grain merchants.*
Hensley & Owen, grain commission.*
Kamm Company, P. C., barley and rye.*
Owen & Brother Co., grain commission.
Rankin, M. G., & Co., grain and feed.
Rialto Elvtr. Co., grain receivers & shippers.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.*
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.
Godfrey-Blanchard Co., grain recvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Minnesota Grain Co., grain commission.*
Quinn Shepherdson Co., grain commission.*
Randall, Gee & Mitchell, grain com.
Scroggins McLean Co., corn and oats.*
Stair, Christensen & Timmerman, gr. commission.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats my spec'ly.*

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEW YORK CITY.

Produce Exchange Members.

Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.
Riemschneider, Wm., gr. consignments.*
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., wholesale grain and hay.*
Creamer-Gregg Gr. Co., always in the market.
Drennan Grain Co., R. H., consignments.
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.
Oklahoma Export Co., mfg. wheat wanted.*
Okla. City M. & E. Co., grain mer., mlrs.*
Perkins Grain Co., W. L., we buy & sell.*
Rutledge Grain Co., com. merchants.

OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.
Blanchard-Niswonger Co., recvrs. & shprs.*
Crowell Elevator Co., receivers, shippers.*
Dawson Grain Co., grain commission.
Holmquist Elevator Co., receivers and shippers.*
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.
Merriam Commission Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.
Udike Grain Co., consignments.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., grain com. mchts.*
Conover Grain Co., E. B., grain commission.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.

PEORIA (Continued).

Miles, P. R. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.
Stites, A. Judson, grain and millfeed.*
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geidel & Leubin, grain and hay.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Mc'l I. & R. Co., grain, hay & feed.*

RICHMOND, VA.

Grain Exchange Members.

Adams Grain & Prov. Co., seeds, grain, feed, hay.
Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., hominy feed.*
Elwood Grain Co., brokers & shippers wheat, corn.*
Gordon Comm. Co., T. F., grain dir. and broker.*
Marshall Hall Grain Co., consignments solicited.*
Mid-West Grain Co., pure soft wheat.*

ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.
Bryant, Tilghman A., grain broker-consignments.
Daly Grain Co., E. F., recvrs. and shprs.
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Klosterman-Patton Gr. Co., grain receivers.
Marshall Hall Grain Co., grain com.*
Hawpe Grain Co., M., grain merchants.
Hunter Grain Co., grain merchants.
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

SIKESTON, MO.

Scott County Mfg. Co., want corn, rye & barley.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain recvrs., shippers.
Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

WATONGA, OKLA.

Marshall Grain Co., grain merchants.*

WICHITA, KANS.

Board of Trade Members.

Wichita Term. El. Co., kaffir, rye, corn, oats.
Williamson Grain Co., grain com'son.

WICHITA FALLS, KANS.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

*Members Grain Dealers National Association.

Board of Trade
Members

CAIRO

Board of Trade
Members

MAGEE-LYNCH GRAIN CO. Request daily card bids
CAIRO, ILL. Sell or Consign Us

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INCORPORATED

WHOLESALE GRAIN and HAY

New 100 Car Elevator and Warehouse

CAIRO, ILLINOIS

PINK & COMPANY

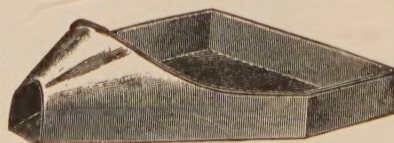
Flour, Hay, Grain—Feedstuff—Public
Storage of Dry Package Goods

CAIRO

1207 Ohio St.

H.S. Antrim & Company
Wholesale Grain
Cairo, Illinois

Members of St. Louis Merchants' Exchange. The
Cairo Board of Trade, Grain Dealers' National
Ass'n., Illinois Grain Dealers' Ass'n.



Grain Sample Pans

Made of sheet aluminum, formed by bending, reinforced
around top edge with copper wire. Strong, light and dur-
able. The dull, non-reflecting surface of the metal, which
will not rust or tarnish, assists the user to judge of the
color and detect impurities.

Grain Size 2½x12x16½". Prices \$1.75

Seed Size, 1½x9x11", Price \$1.50. Send All Orders to
GRAIN DEALERS JOURNAL, 305 S. La Salle St., Chicago, Ill.

CORN

Halliday Elevator Company
GRAIN DEALERS
CAIRO, ILL.


OATS

It is just as Important to have a good
Terminal Market connection as to equip
your elevator with Modern Machinery
to put your grain in prop-

er condition-

In

Buffalo



Every receiver will give you a service that you would give yourself if you handled your own grain.

The big consumer demand originating in the territory served by the Buffalo market keeps prices high and the demand steady. In addition our big cereal and flour mills manufacturing foods and feed stuffs are always in the market for all kinds of grain. It is well worth your time to become better posted on Buffalo. Any of the exchange members listed below will give you facts and figures based on years of experience.

McConnell Grain Corp'n,
Commission Merchants

Maurer, Inc., F. J.,
Grain

Pierce, Geo. E.,
Oats a Specialty

Pratt & Co.,
Receivers and Shippers

Ratcliffe, S. M.,
Commission Merchant

Smith & Jenkins,
Consignments

Taylor & Bournique Co.,
Receivers—Shippers

Urmston Grain Co.,
Grain Commission

Whitney & Gibson,
Special Attention Given
Consignments

Armour Grain Co.,
Grain Merchants

Buffalo Grain Co.,
Consignments

Burns Grain Co.,
Grain Commission

Churchill Grain & Seed Co., The
Receivers and Shippers

Electric Grain Elevator Co., The
Consignments

Harold, A. W.,
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WHEAT—CORN—OATS—RYE—BEANS
1548 Penobscot Bldg., DETROIT
"CONSIGN TO CARSON"

The Scott County Milling Co.
Daily Capacity 3500 Bbls.

**OFFER US YOUR
CORN, RYE and BARLEY**

Mills and Elevators,
SIKESTON,
DEXTER,
ORAN.

Storage
Capacity
3,000,000
Bushels

General Office:
SIKESTON, MO.

We get many good points from the Grain Dealers Journal.—The Saratoga Mlg. & Grain Co., Saratoga Springs, N. Y.

RECEIVERS, SHIPPERS AND BROKERS

THE GATES ELEVATOR CO.
Receivers and Shippers
Grain, Hay and Millfeeds
CLEVELAND, OHIO

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

Paul Kuhn & Co.
Receivers and Shippers
GRAIN
Terre Haute and Evansville, Ind.

H. J. HASEN WINKLE CO.
Commission Merchants
MEMPHIS, TENN.

CEDAR RAPIDS GRAIN CO.
Receivers and Shippers
CEDAR RAPIDS - IOWA

Stockbridge Elevator Co.
BUYERS OF **Salvage Grains**
Submit Samples and Quote Prices
JACKSON MICHIGAN

S. M. ISBELL & CO.
JACKSON, MICH.
Equipped with Hess Drier to Dry
Corn or Beans.
Conditioning a Specialty!

BOLIN HALL GRAIN CO.
Kansas Hard Wheat
Milo Maize and Kaffir Corn
HUTCHINSON - KANSAS

E. A. GRUBBS GRAIN CO.
Greenville, Ohio
Wants Correspondence with members of the
Grain Dealers Associations in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.

DRIVE

Your business. Hitch up with an
ad. in the Grain Dealers Journal.
You will then have a pleasant and
profitable ride.

BALDWIN GRAIN COMPANY
GRAIN BROKERS
BUYERS OF CAR LOTS
R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

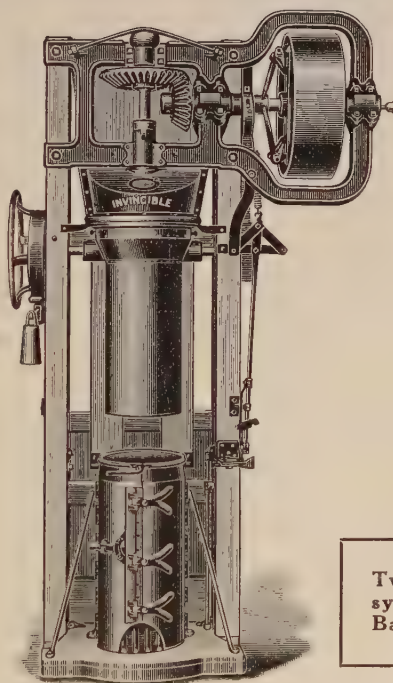


A
cyclone
in the
true sense
of the word
has force of
air without any back draft.

The New "1905" Cyclone Dust Collector

By improved construction,
three-fourths of the back draft
is eliminated and better work
is done on less power. Send
for prices and particulars.

The Knickerbocker Co.
Jackson, Mich.



THE USERS of a
machine are indic-
ative of its class.

On this basis, the
INVINCIBLE DUST
PACKER outclasses
them all.

Two specified for the new Penn-
sylvania Railroad Elevator at
Baltimore.

INVINCIBLE GRAIN CLEANER COMPANY Dept. 4 SILVER CREEK, N. Y.

REPRESENTATIVES

Chicago, Ill., 1041 Webster Bldg.....A. H. Kay
Bristol, Tenn., 111 East 5th Street.....H. C. Purvine
Indianapolis, Ind., Board of Trade.....C. L. Hogle
Kansas City, Mo., 211 Postal Bldg.....F. J. Murphy
Minneapolis, Minn., and Winnipeg, Man.....Strong-Scott Mfg. Co.
Philadelphia, Pa., 5774 Hunter St.....C. Wilkinson
Toledo, Ohio, Jefferson House.....Bert Eesley
San Francisco, Cal., 17th and Mississippi, W. King, Pacific Coast Representative

CANNOT do without the Journal.—
Juniata Gr. & Live Stock Ass'n, E. P.
Hubbard, mgr., Juniata, Neb.

WE HAVE very much enjoyed reading
the Grain Dealers Journal.—S. Zorn &
Co., Louisville, Ky.

WE VALUE the Grain Dealers Journal
very highly.—Dunbar Grain Co., W. G.
Hall, sec'y-mgr., Dunbar, Neb.



How can you

NAIL THE PROFITS

Making sure of every Dollar Due You?

Separate the Volunteer Wheat
from the Oats

Separate the Volunteer Oats and Wild
Oats from the Wheat

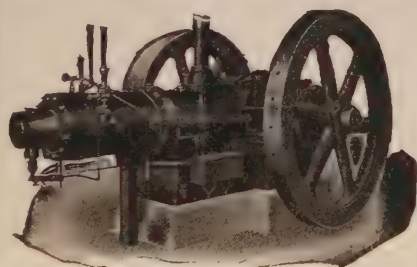
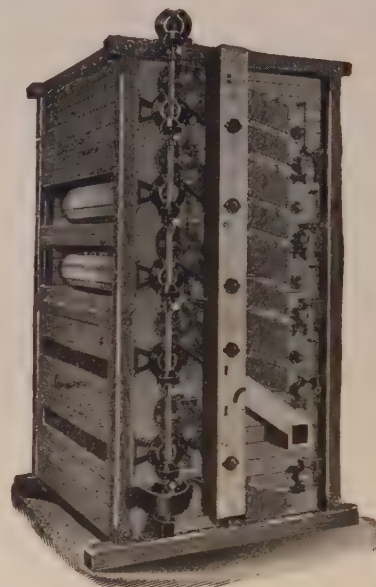
Mixed—These Grains Grade Low
Separated—They Are Worth More

The Richardson Oat Separator is the Answer.
It will Absolutely and Economically Make these
Separations.

Richardson Grain Separator Co.

15th Ave. S. E. and N. P. Tracks

MINNEAPOLIS, MINN.



The MUNCIE OIL ENGINE

IS A REVOLUTION MAKER

An engine operator in Illinois revolved a Muncie Engine flywheel one-half revolution backwards. That engine started and did not stop for 153 days. This engine operated at a speed of 300 revolutions per minute. If the flywheel had been traveling in the manner of a vehicle wheel, that engine would have made six complete trips around the world—without stopping—without a repair—without carbonizing, operating on crude oil direct from the wells. This single run is equivalent to 12 months' commercial work. Many Muncie Oil Engines, out of thousands in operation, have equally as good records. Let us convince you of its merits. Write today for more detailed information.

MUNCIE OIL ENGINE CO.

516 JACKSON ST.

MUNCIE, IND.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

Before You Install That New Sheller
GET FULL INFORMATION on the OLD RELIABLE

JOHN DEERE MARSEILLES LINE OF WAREHOUSE SHELLERS

A Type for Every Purpose



They handle either snapped or husked corn perfectly without extra equipment. Capacities range from 150 to 1500 bu. per hour.

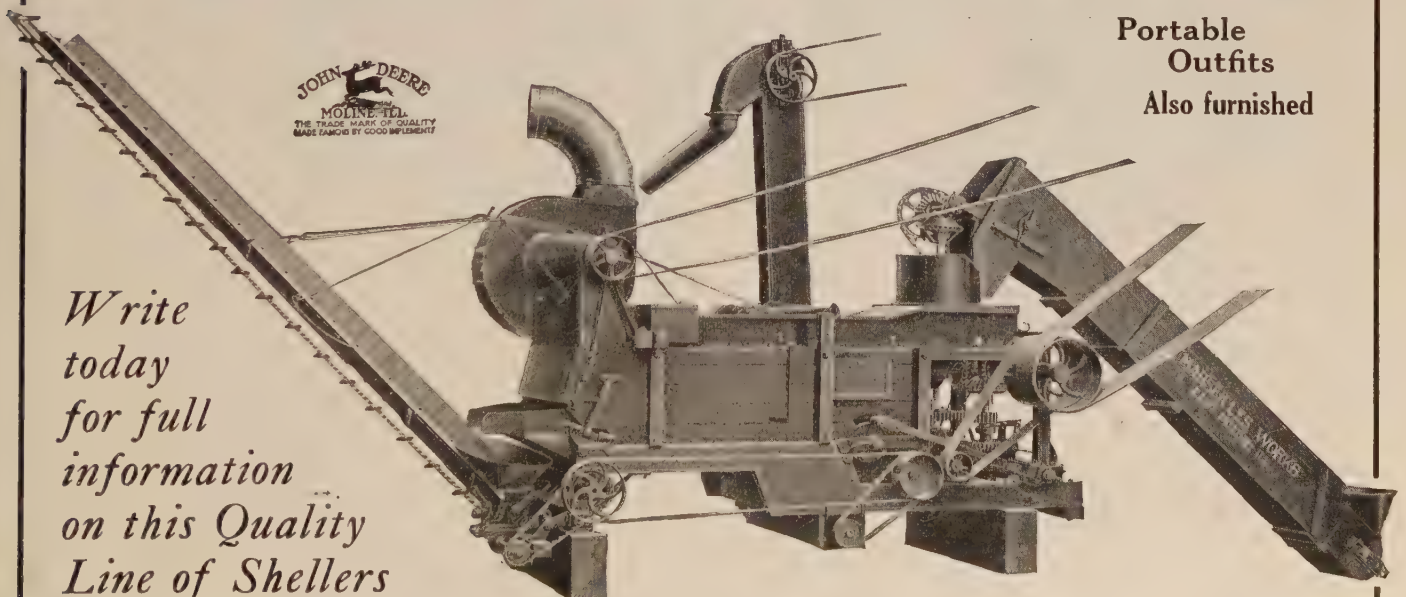
Furnished in types for installation and operation on working floor, below working floor or in cupola of elevator.

Furnished with or without cleaning attachments, for operation by belt direct to power or from line shaft.



Marseilles Shellers Give Maximum Capacity with Minimum Power

Portable
Outfits
Also furnished



*Write
today
for full
information
on this Quality
Line of Shellers*

JOHN DEERE

-

Moline, Illinois

Beall

THE MARK OF QUALITY

SEPARATORS Are Like the Mint — Every Day They Operate a Steady Stream of Dollars Pours into Your Cash Drawer.

The reason is that the principles and practical construction carrying out the principles is right. For instance take our system of working two independent fans.

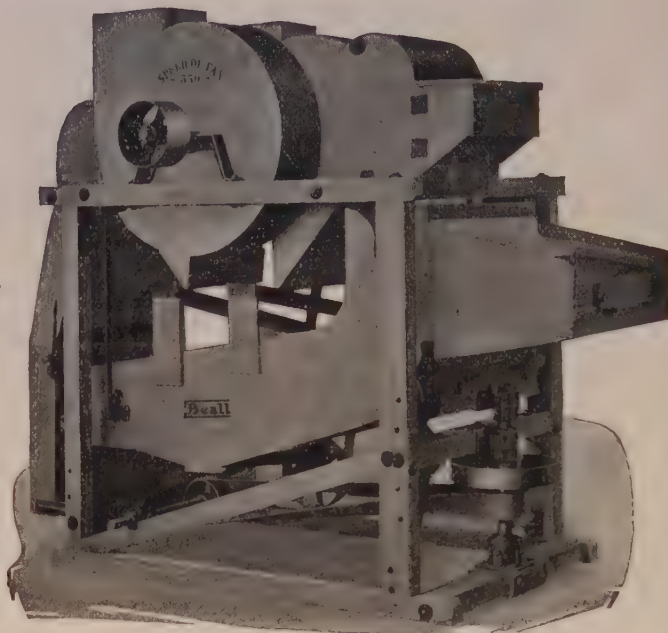
The air regulation is so perfect that there are never any "dead" spots where grain is not cleaned, or "over strong" spots where good grain is carried off because of too much air.

After the grain has passed over the alternating side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

Here, another strong suction of air carries off light particles of dust and foreign materials, and leaves the good grain for profit.

The Beall is a splendidly balanced machine and will meet every requirement of Federal or any other grades.

What you **may** be losing by not knowing about our product is a good reason for finding out all about us. Get the catalog and price.



Beall Improvements Company - Decatur, Illinois

**Your
Elevator
whether wood
or steel**

—needs
**Degraco
Paint**

PROTECT your elevator from the weather, rain, snow, wind, heat, cold, smoke and smoke gas fumes—by painting it **now**. If your elevator is of metal construction use "Superior Graphite Paint"—it prevents rust. If your elevator is of wood—you can choose your favorite shade from "Degraco Special Elevator Paints." They are largely used in every section of the country. Write today for color cards, prices, and suggestions on painting your own elevator.

Detroit Graphite Company, 16 Twelfth St., Detroit, Michigan
Paint and Color Makers

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books
Attrition Mill
Bag Closing Machine
Bags and Burlap
Bearings { Ball
 { Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Conveying Machinery
Distributor
Dump
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers

Grain Triers
Gravity Cleaner
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
Portable Elevator
 { Gas Engine
Power { Kerosene Engine
 { Motors
Power Shovel
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Siding-Roofing { Asbestos
 { Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

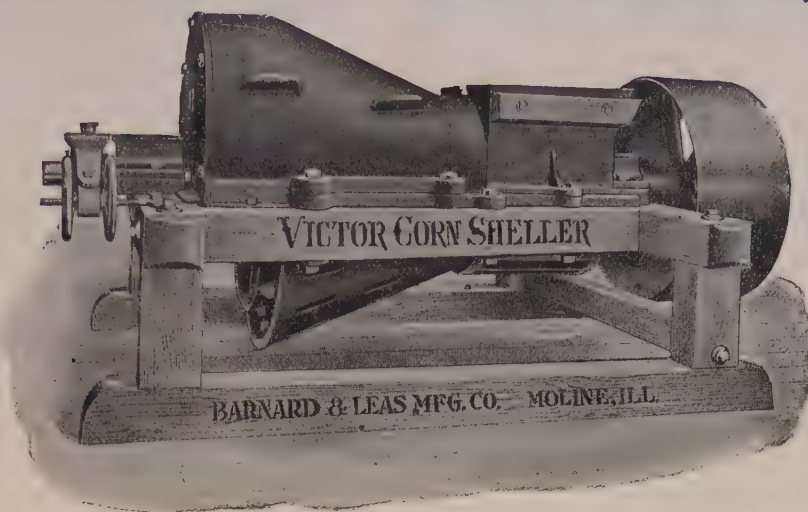
or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

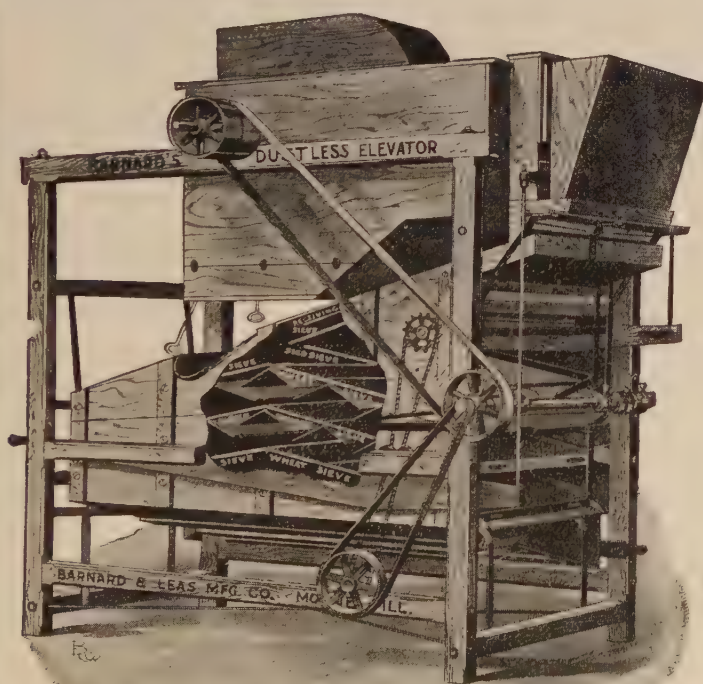
Two Wonder Workers



Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy and worthy of your investigation.

Barnard's Dustless Elevator Separator



This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

WEIGH CAREFULLY



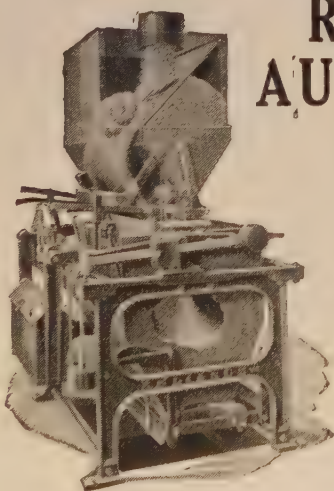
With wheat, corn and other grains commanding higher prices right now than ever before, and the great need for conservation of all grains, it is up to you elevator men to pay more attention to the weighing of your grain before shipping. You want all there is in it; to get this the grain must be in good condition and weighed carefully. Your cleaners will take care of the first and the

Howe-Sonander Automatic Scale

will take care of the latter. If you haven't investigated this best of automatic scales, you will find it to your advantage to do so at once, before the heavy shipping season is at hand. Any of the offices below will be glad to give you complete information. Address the one nearest you.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 409 4th St. F. L. Rogies, Mgr.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,
PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.



RELIANCE AUTOMATIC SCALES

contain many features, not found in other automatic scales.

Send for Bulletin which fully explains all the important features of this scale; it shows how frozen lumps of grain, cobs, sticks,

etc., are screened out of the grain that flows through the small opening for the DRIBBLE; why the pressure of grain into the weighing hopper is always uniform at the time the beam comes to a balance, and why the DRIBBLE cannot vary, no matter how unevenly the grain is delivered to the scale.

Write us for complete information.

National Automatic Scale Co.
3440-3442 So. Ashland Ave. CHICAGO, ILL.

The Standard Directory of Cottonseed Oil Mills

We now have ready for delivery the latest edition of the STANDARD DIRECTORY OF COTTONSEED OIL MILLS, this being the tenth annual issue.

This book gives the name and location of each oil mill, names of president, manager and superintendent, kind of goods made, shipping point and telegraph office, telegraph codes used, number of presses, gin stands and linters; also shows which mills refine and which mills have fertilizer plants or ice plants, or both.

In addition to the above, this edition also contains the following directories of ALLIED INDUSTRIES:

Fertilizer Manufacturers.
Leading Packing Houses Using Cottonseed Products.
Brokers and Dealers in Cottonseed Products.
Mattress Manufacturers Using Linters.
Batt Manufacturers.
Manufacturers of Oleomargarine.
Miscellaneous Firms Using Cottonseed Products.
Lined Oil Manufacturers.
Cottonseed Oil Refineries.
Soap Manufacturers.
Bag and Bagging Manufacturers.

This is the most complete edition of this valuable book we have ever issued. The price is \$3.00 per copy. If you wish a copy, order now as the edition is largely sold already. Send check with order and book will be mailed at once. Address

COTTON OIL MAGAZINE CO.
Box 1598, ATLANTA, GA.

CODE WORDS

for

U. S. Corn and Wheat Grades

A supplement to the Universal Grain Code is ready for distribution. It is free; postage 2 cts.

The Universal Grain Code was compiled especially for the use of the grain and milling trades, and it contains every word, phrase and term in use by the grain trade. The Code makes it possible to keep your business messages private. Its 146 pages contain 13,745 expressions and no two code words are spelled near enough alike to cause confusion. The book is 7x4 $\frac{5}{8}$ inches in size, printed on policy-bond paper, and bound in black, flexible leather. The price is only \$3.00.

Names of purchasers are published in the list of Universal Code Users and distributed to the grain trade free of charge.

The Supplement is a four-page folder to be inserted between pages 44 and 45 of the Code. It gives a code word for each class, sub-class, and grade of wheat and corn, and for each explanatory term, used in the new U. S. Standards. It is not lawful to sell grain for shipment in interstate commerce by any other grade than those specified in the Standards, and therefore it is necessary to specify those grades when wiring in order that misunderstandings may be avoided. A copy of the Supplement will be sent free upon receipt of a 3-ct. stamp.

MATFELON in a message means Universal Grain Code.

Grain Dealers Journal

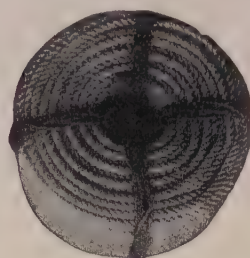
305 So. LaSalle St.

Chicago, Ill.

ROPE

That Can Be Depended Upon

Sheaves are hard on rope. The constant friction produced by bending over the sheaves in your elevator requires the best rope possible. A breakdown is costly to you and beneficial to your competitor. Prevent them.



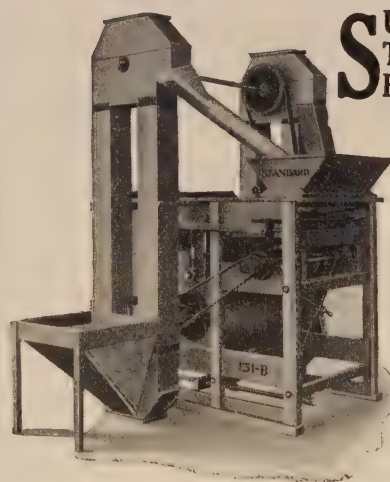
AJAX Transmission Rope

is especially designed and manufactured to meet the requirements of grain elevators. In the specifications for your new elevator or for improvements in your old house, specify AJAX. There is economy in the best rope transmission.

Write for catalog of elevator equipment.

H.Channon Company.

Chicago.



SUPERIORITY OF STANDARD SEED CLEANERS

is certain, because equipped with our Patented Improvements which are positively essential to proper working, efficiency and economy of operation.

No. 131-B

STANDARD CLEANER

illustrated above, will be found of maximum ability and service for every variety of field seed and seed grain. In our descriptive circulars are shown cleaners of all sizes and for every cleaning purpose. Let us send them to you.

THE INTERNATIONAL MFG. CO.

Crestline, Ohio



REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

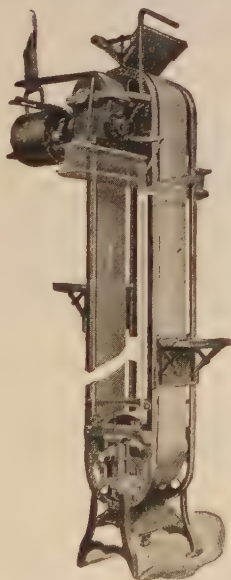
CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

THE HUMPHREY EMPLOYEE'S ELEVATOR



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

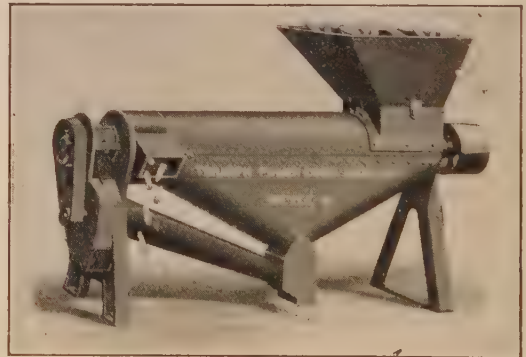
Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

HUMPHREY ELEVATOR COMPANY

Dept. G.
Sole Manufacturers

Faribault,

Minnesota

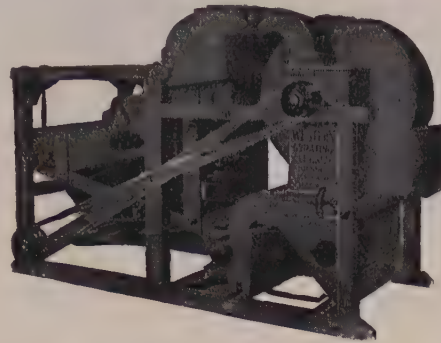


Triumph CORN SHELLER

A self contained corn sheller built entirely of iron and steel. Shells corn thoroly without breaking the cob or the kernels and takes little power. Well built and particularly dependable, yet moderate in price because of its unusual simplicity. Ask for our catalog.

Delivery from stock

THE C.O. BARTLETT & SNOW CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.
EASTERN OFFICE AT NEW YORK, N. Y.



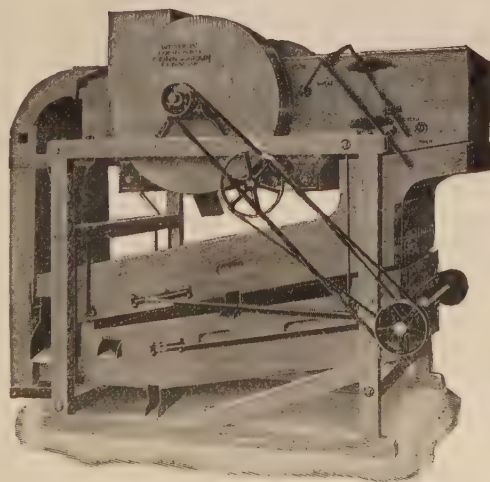
"Western" Gyrating Cleaner

As Necessary As War Machines

In a great many respects Grain Handling machinery is just as necessary to the winning of the war as death dealing instruments, because look what an important part they play in the feeding of our boys "over there." You grain men who have, in years gone by, been a little lax in keeping your machinery up to standard should bear this in mind. Give more attention to the equipment in your plant, and ascertain whether or not you are doing all you can, from this end, to help the cause.

When buying new machinery of any kind for your elevator, investigate the "Western Line"—the line that's doing a big part to win the war. Send for our catalog, it will help you.

Union Iron Works, Decatur, Ill.



"Western" Combined Corn and Grain Cleaner

Have
You
Bought
Another
**LIBERTY
BOND**



FOR BOTH DEALER AND USER

The feeds that will prove profitable for you to handle in your business must be feeds that will give to the user the results that he expects to get—they must give satisfaction to the buyer so that you can retain his good will and patronage. That's why

SCHUMACHER FEED AND BIG "Q" DAIRY RATION

comprise the winning feed combination for both the dealer and the farmer. The superior qualities of these two feeds are so well known among dairymen that they have become the standard of feeders and breeders and dairymen everywhere.

The feed dealer who handles SCHUMACHER FEED and BIG "Q" DAIRY RATION is in a class by himself—the QUALITY CLASS—the better class of stock raisers know this—they know the name Quaker Oats Company on any sack of feed stands for the highest Quality. Increased sales and continued patronage always follow.

Being the largest manufacturers of feeds in the world we are able to give dealers service and co-operation that they cannot secure elsewhere. If you are not handling our feeds write to us today and ask us to tell you how we can help you increase your feed business.

The Quaker Oats Company Address **Chicago, U.S.A.**

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co. Appleton Wisconsin

THE AUTOMATIC DUMP CONTROLLER DO YOUR BIT! WHEN—TODAY



I'm little but I'm mighty,
And I will your heart console;
When your troubles are unsightly
And your dump you can't control.

Now you know you need equipment

That will every minute save,
And so, I'm here and waiting
A servant—true and brave.

There's a Victory in feeling
That in this War and Strife,
A tho't comes o'er you stealing
You have helped preserve some life.

And so, if we'd win the Battle,
Your equipment must be one
So we can feed the Soldiers,
Who keep driving back the Hunt

Don't put off until tomorrow
What you should do today.

Circulars upon request.

L. J. McMILLIN

523 Board of Trade Bldg.,
INDIANAPOLIS INDIANA

KENNEDY CAR LINERS

**Prevent Leakages
Avoid Claims
Saves Money**

**Used by Thousands of
Progressive Shippers**

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA

The Van Ness Safety Roller Bearing Manlift

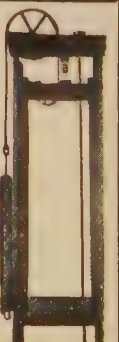
Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line.
Sold on 30 days' trial. Write for circulars and prices.

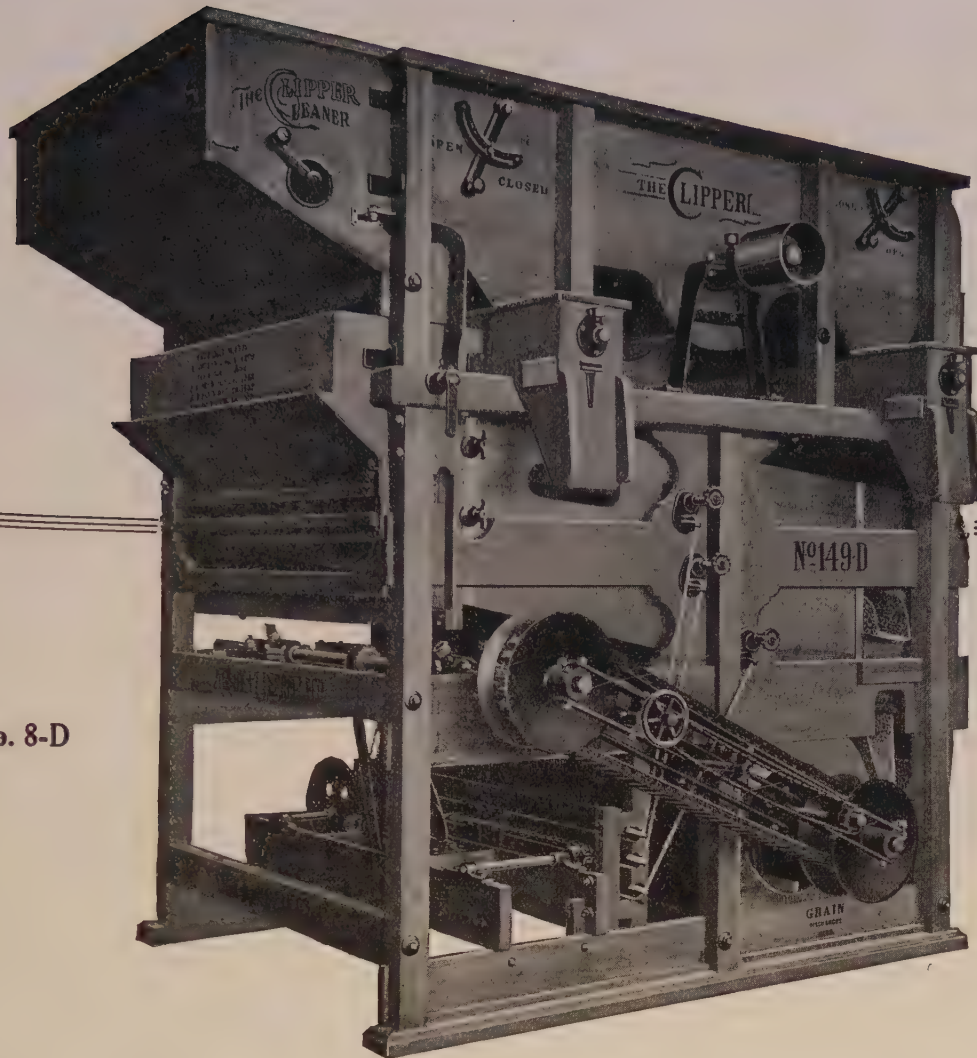
Manufactured and for sale by

**R. M. Van Ness
Construction Company**

203 Grain Exchange
OMAHA, NEB.

We Build
Modern Grain Elevators





No. 8-D

No. 149-D

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

Write for catalog

A. T. FERRELL & CO., Saginaw, W. S. Mich.

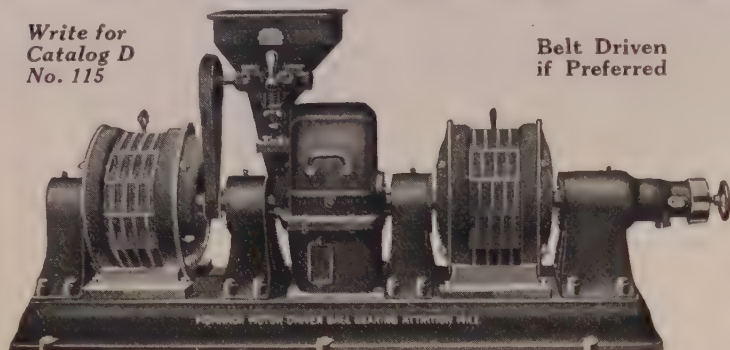
DON'T KEEP ON WONDERING

whether what we have been telling you about the superiority of

The MONARCH BALL-BEARING ATTRITION MILL

is truth. We know that it is, and would be glad of an opportunity to convince you; and besides, we Guarantee construction, operation and results. The additional profits from

Write for
Catalog D
No. 115



Belt Driven
if Preferred

Monarch economy will soon pay first cost, and you are assured of satisfaction all the way through. If you are wasting power, time and lubricant, you are wasting good money.

The "GOOD MONEY" you are wasting will buy Liberty Bonds and thus help do your bit "over there."

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works, MUNCY, PA.

P. O. Box No. 26

Chicago Office: No. 9 So. Clinton

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.

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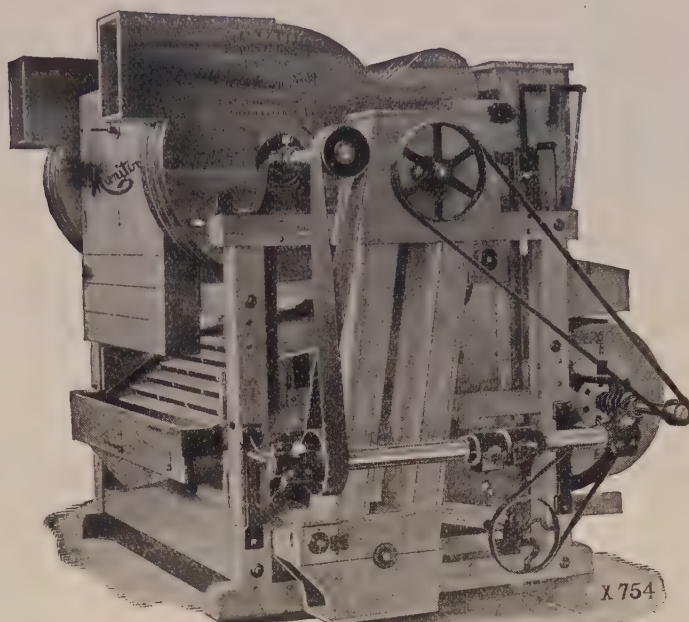
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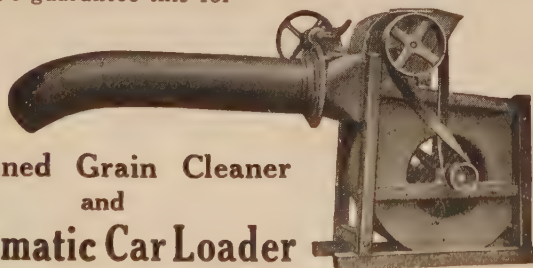
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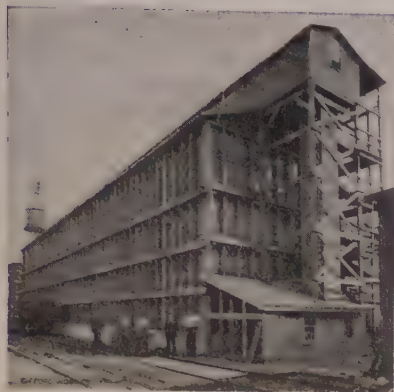
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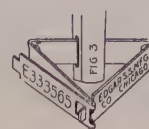
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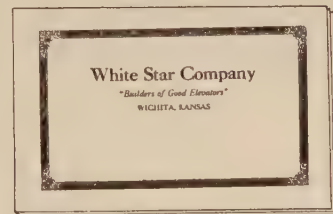
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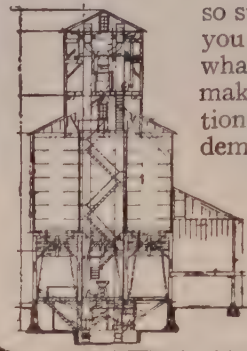
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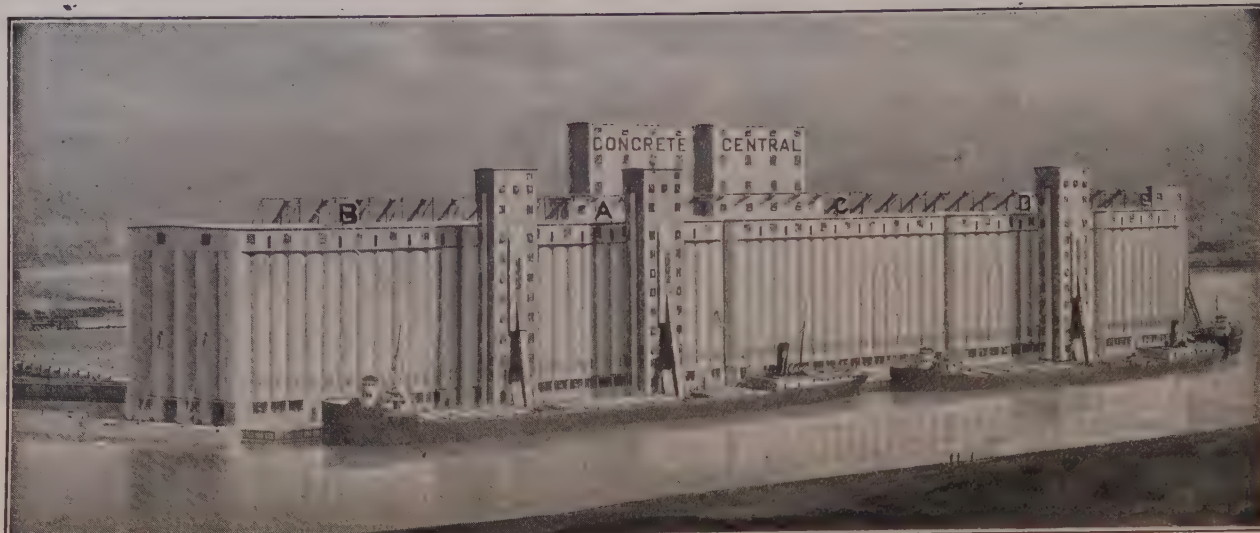
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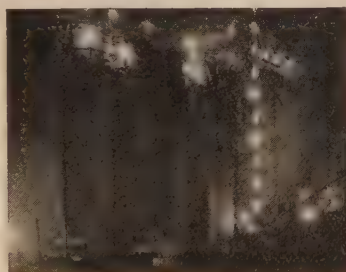
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September 26
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The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

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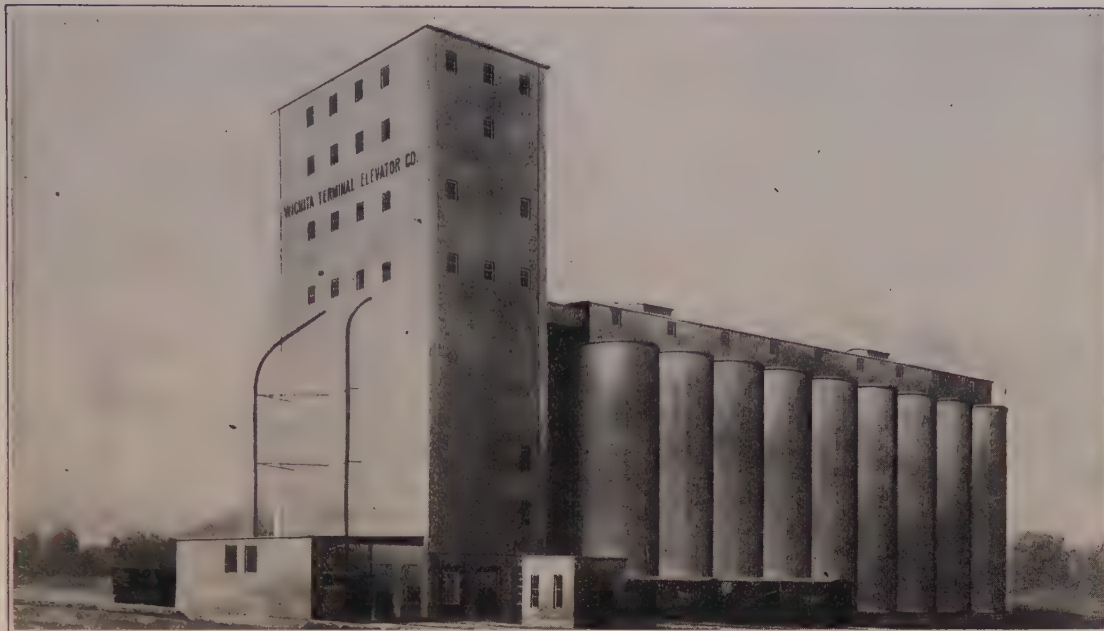
At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

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where valorous American manhood is concentrated, trained and seasoned to meet the world's need in Europe, the moisture of easy, sluggish living is quickly removed, leaving the stuff of which heroes are made.

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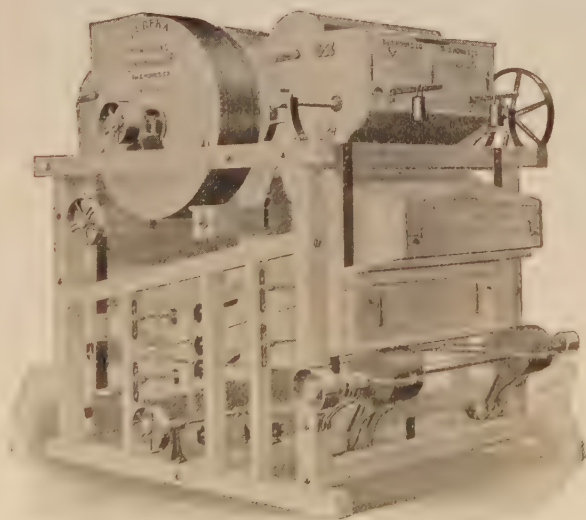
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WILL TRADE half section of Montana land for elevator located in Montana, South Dakota, North Dakota or Minnesota. Address Return Box 8, Grain Dealers Journal, Chicago, Ill.

MILL & ELEVATOR FOR SALE.

FOR SALE—50 Bbl. flour mill and elevator in one of the best small towns in northern Michigan. Located in good grain and stock farming section, drawing trade from 15 to 20 miles in each direction. Electric power and light. Full roller process, Buckwheat and Rye roll, and Feed Mill. Good retail flour and feed business with no opposition. This is a money maker for someone. Particulars on request. Owner is getting old, and health is poor. Only son is in Army draft. Custer Milling Co., A. C. McGugan & Son, Props., Custer, Mich.

BUSINESS OPPORTUNITIES.

FOR SALE—Small grain, lumber and coal business. Address J. C. Erwin, Inwood, Ind.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

WANTED AT ONCE—Practical miller with at least \$2,000 to use in buying grain. Will furnish mill and elevator and go 50-50. Must be competent to run plant alone. Splendid opening for right party. Act quick if you mean business. Address Power, Box 6, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

JAMES M. MAGUIRE
6454 Minerva Ave., Chicago, Ill.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

REJECTED WHEAT WANTED

WANTED — Rejected Wheat or Flour. Send Samples and Prices.

Box 108, Rochester, N. Y.

SCREENINGS WANTED

WANT TO BUY Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

HAY WANTED.

WANTED — Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

STEAM ENGINES, BOILERS.

FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—One 30x60 Allis-Chalmers heavy duty Engine. One 23x48 Nordberg Engine. Two High Speed Westinghouse Engines. Merchants Steel & Supply Co., 208 S. La Salle St., Chicago, Ill.

FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

POWER PLANTS for sale. Two complete plants; 75-h.p. boilers and Corliss engines. One of these engines has been used very little. After being cleaned up will be good as new. The other has been used for several years. Will make attractive price if taken immediately.

Also two double stands 9x18 rolls. Address Plant, Box 8, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

FOR SALE—One 12-h.p. Fairbanks Morse gasoline engine in good order. Price \$175.00. Kitchel's Elevator Co., Kitchel, Ind.

FOR SALE—One 15-h.p. Elyria Gas Engine; 80 pulleys, hangers, 2-7/16" shafting; 2-in. jig saw and belting. Northern Equipment Co., Erie, Pa.

FOR SALE—One 15-h.p. Witte Gasoline Engine. One Diamond Stone Meal Burr, both in first class condition. Dalton Grain Co., Dalton, Mo.

FOR SALE—30-h.p. Foos Gas Engine. New piston, new cylinder, in perfect working condition. Address Stewart Elevator Co., Tab, Ind., RFD No. 1.

FOR SALE—20 H.P. 2 cyl. Cushman engine, with feed pump and underground gasoline tank. Used 18 months. Price \$350. Address J. A. Gilles, Philo, Ill.

FOR SALE—We have a used 6-h.p. Calahan gas engine, nearly new and in perfect working condition. It gave place to a larger engine. Write us about it. Meyers & Stoukel, Tolstoy, N. D.

FOR SALE—15-h.p. Fairbanks-Morse gas engine; one No. 8 Bowsher Combination mill; one Mohawk self feed sheller; pulleys and belting. All in excellent condition. Address R. C. Hill, Carthage, Ind.

FOR SALE—One 12-h.p. Fairbanks-Morse Gasoline Engine. In good working order. Has friction clutch pulley. Reason for selling: We have installed motor power. R. F. Cummings Grain Co., Gilman, Ill.

OIL ENGINE BARGAINS—All offerings are entirely rebuilt and in perfect operating condition.

12-h.p. Lambert gasoline engine at a price to save you money. Write for list of engine bargains. H. W. Jones, Room 955, 53 W. Jackson Blvd., Chicago.

DYNAMOS—MOTORS.

MOTORS OF ALL KINDS and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

SCALES WANTED.

WANTED—Second hand automatic 3-bu. weighing scale. Must be in good condition. Address, Twelve Mile Equity Union, Hoover, Indiana.

SCALES FOR SALE.

FOR SALE—150 bu. Fairbanks hopper scale. Good as new. For particulars write G. E. Roe, Mgr. Farmers Union Co-op. Ass'n, Carroll, Nebr.

FOR SALE—Second-hand Avery Automatic Elevator Scale; capacity 6 bushels per discharge. Good Condition. Address, Scale, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 1600 bushel Strait Hopper Scale with recording beam complete,

\$350.00
One 800 bushel Strait Hopper Scale, \$200.00
One 500 bushel Strait Hopper Scale, \$150.00
One 12-ton 16x8 Fairbanks Scale, with ten ton compound beam, shelf and hangers, \$145.00

The Howe Scale Co., Kansas City, Mo.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.

2439 N. Crawford Ave. - Chicago, Ill.

MALE HELP WANTED.

MANAGER wanted for Central Ill. elevator; lumber and coal. Give experience, age, reference, salary desired at start. Address Coal, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED — An experienced, capable manager for our Transfer Elevator at Edwardsburg, Michigan. Carpenter Grain Company, Battle Creek, Michigan.

WANTED—Man to handle grain and lumber. Prefer one who can talk German. State experience fully in first letter. Address Elco, Box 5, Grain Dealers Journal, Chicago.

WANTED—First class solicitor by Chicago house for Central Illinois. Must have some acquaintance and first class references. Address Box E/L 9, Grain Dealers Journal, Chicago.

WANTED—Experienced grain man. Work would be principally buying and selling coarse grains in the country. Position is good one with a large firm, with extensive, established business. Address Witch, Box 8, Grain Dealers Journal, Chicago, Ill.

ABOUT JUNE 1ST we will want a few first class elevator men, experienced in wheat, corn and oats, and able to get their share of the business. Advise where and when you have worked, and what salary expected. Address Ex, Box 6, Grain Dealers Journal, Chicago.

WANTED—Young man with elevator or mill experience, must be good judge of grain and seeds. Prefer man with some knowledge of machinery. Good chance for advancement in good town. Live, aggressive concern. The Wellington Flour Mills Co., Wellington, Ohio.

WANTED to correspond with first class elevator superintendent who can handle men, operate a large elevator and who knows how to grade grain, as assistant superintendent of our 1,250,000-bu. elevator at Fort Worth, Texas. Write at once, stating experience and salary wanted. The Fort Worth Elevators Co., Fort Worth, Texas.

WANTED FOREMAN to take charge of wood-working department and machine shop of manufacturing plant. Must have good record, a man who can plan the work and see that it is carried out. Also must do some of the designing and check all work. Experience on Grain Handling machinery preferred, or similar work. Address Dick, Box 6, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal.

**MANAGER
Wanted**

with executive ability and proven experience to operate modern grain mill. Salary and share in profits. Address Morris F. Westheimer, 209 E. Court Street, Cincinnati, Ohio.

SITUATIONS WANTED.

GRAIN BUYER of long experience wants to manage country elevator. Married, age 40 years. Best of references. Box 166, Galva, Kans.

WANTED—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as general manager of Elevtr. by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED position as manager of elevator by man experienced in grain coal and feed. For particulars write George, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by married man as manager or agent of country elevator, or traveling solicitor: Western Territory. Experienced in grain, feed, flour, salt, hay and coal. Address, Ball, 8, Grain Dealers Journal, Chicago.

POSITION as grain solicitor for some good Omaha firm. Have had 8 years' experience in Grain Business with present employers, but wish a change from country elevator. Address A. M. T., Box 6, Grain Dealers Journal, Chicago.

POSITION wanted as manager of country elevator, 13 years experience with one firm, handling grains, feeds and seeds. Best of references from the man I am working for. 45 years old, steady. Prefer Ill., Nebr. or Kans. A. C. Mitchell, Shipman, Ill.

WANTED—Position in the grain business, by man of ability and experience, at present manager of a line of elevators, but desiring change. Good reason for change, and best of references. Address Able, Box 3, Grain Dealers Journal, Chicago.

SITUATION WANTED.

Solicitor of experience in calling on the grain dealers of Illinois, Iowa and South Dakota wants place with live receiving house. First Class reference. Address Mature, Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By married man, 32 years of age. Wants charge of outside receiving, shipping, etc., in grain elevator. Have had eight years experience in all phases of operation of bean and grain plant on my own account in Michigan. City plant preferred. Address City, Box 8, Grain Dealers Journal, Chicago.

POSITION WANTED—As manager of elevator, or elevator and general store, by man 36 years old. Thoroughly experienced in both lines. Expert accountant. Four years with present firm. Can give best of reasons for desiring to make change. Prefer northern or central Illinois. Address Has, Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by competent all-round man with quite a wide experience in manufacturing, mixing, formulas, etc., of poultry, dairy and stock feeds.

Have been connected with a concern as superintendent. Can handle elevator and men. Have had charge of detail end of the grain business and some road experience. Address Smith, Box 8, Grain Dealers Journal, Chicago, Ill.

**To BUY or SELL
RENT or LEASE
an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

MACHINES WANTED.

WANTED—One high pressure steam boiler, 150 horse power. Must be in first class condition. Address C & C, Box 5, Grain Dealers Journal, Chicago.

NAME ME A PRICE, after you have fully described, one or both of the following items of equipment:

1—600 bu. Howe Hopper Scale, must be in first class condition.

1—6-A Combined Monitor Cleaner, or

1—476 Combined Eureka Cleaner, or

1—No. 5 Combined Invincible Cleaner.

Get busy and make a quick sale. Okla., Box 8, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—Ideal Car Loader and several pulleys. Renkes Bros., Morrison, Ill.

FOR SALE—Barnard & Leas 3 pair high 9-18 roller mill at \$150.00, f. o. b. Cambridge, Ill. Wm. Ringle & Co.

FOR SALE—One Sidney Oscillating Corn and Grain Cleaner, capacity 350 bu. small grain in good condition. Reason for selling, too small. Richards Bros. & Co., Campbellstown, Ohio.

FOR SALE—18-inch American Special Grinding Mill. Perfect condition. New set of plates. Replaced by larger mill. Bargain to quick buyer. Tomkinson, Kenyon & Tomkinson Co., Geneseo, N. Y.

FOR SALE—One Hess drier, capacity 250 bushels per hour; one 80 h. p. boiler; one 25 h. p. steam engine and fittings; one Brown-Duvel moisture tester. On car, ready for shipment. Address, Power, Box 7, Grain Dealers Journal, Chicago.

FOR SALE—Rebuilt 9x24 Allis 3-pair High Roller Mill;

24" National Single Disc Attrition Mill;

35-h.p. General Electric A. C. Motor;

20-ft. 12" 4-ply rubber belt, new, never used. Write Mill, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

FOR SALE—Foos Scientific Degerminating Machine.

Three Steel Gubbins Driers.

One Gluten Tank.

Two Cast Iron Cone Hoppers. Also shafting, pulleys, pipe and valves. Merchants Steel & Supply Co., 208 S. La Salle St., Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

WANTED—Grain Dealers who know a good thing—to give the Improved Economy Cracked Corn Separator and Grader a thirty day **FREE TRIAL**. Then: "No likee, no Takee," and no hard feeling on our part. This device takes up very little room, requires very little power, and produces a poultry feed that builds up a line of satisfied customers. It is a genuine money maker for the grain man. Write for catalogue and prices. Have the distinction and profit of putting in the first one in your locality. This device is a winner. J. W. Linkhart & Sons, North Vernon, Ind.

REAL BARGAINS

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

BUY MORE
LIBERTY BONDS

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

NEW CORN

We Shell, Clean and Dry Corn

Capacity 10,000 Bushels Per Day

Ship Us Your Ear Corn or Shelled Corn

JOHN KAM MALTING CO.

BLACK ROCK, N. Y.

Located on N. Y. C. R. R. R. R. Track and Hopper Scales

Correspondence Solicited



\$50,000 Worth of Power Transmission Machinery Bargains.

\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.

Send for Bargain List No. 18-T.

TEUSCHER & SON MACHINERY SUPPLY CO.
ST. LOUIS, MO.

We Buy All Kinds of Machinery Plants.

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.
McCausland, Sam'l, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.
CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.
GIBSON CITY, ILL.

Noble Bros., whlse. seed merchants.
INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.
KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fld. seeds.
Lewis & Chambers, whlse. seed merchants.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.
Russell Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., whlse. seed mchts.
Radwaner, I. L., field & grass seeds, exp. imprts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.
ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain.
Schisler, F. & G. S. Co., A. W., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.

Helberg, M. A., wholesale seed merchant.

THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

Big Stock

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 18-B

B. F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Superfine tested Perennial and Italian ryegrasses. Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Good, re-cleaned Alfalfa Seed, \$10 per bu. Wamego Seed & Elevator Co., Wamego, Kans.

WE LIVE WHERE IT GROWS—Cane and Millet Seed; get our prices. Sharp Bros., Healy, Kans.

FOR SALE—WHITE SEED CORN; Limited quantity Boone County Mammoth White and St. Charles White, 2-bu. bags, \$2 per bushel, f. o. b. Wichita, including bags. Carefully selected, high germination, early matured. Anchor Grain Co., Wichita, Kans.

WE OFFER A LIMITED QUANTITY KENTUCKY BLUE GRASS AND ORCHARD GRASS SEED. HIGHEST GRADE. FOR QUICK ORDER. ELMENDORF COAL & FEED CO., INC. LEXINGTON, KY.

If Your Business
isn't worth advertising
advertise it for sale.

THE CRUMBAUGH-KUEHN CO.
We pay top prices for seeds. Your track or Toledo. Send samples.
CLOVER
ALSIKE TIMOTHY ALFALFA
TOLEDO, OHIO Samples, prices and our market letter upon request. Cash and futures.

THE STANFORD SEED CO.
BUFFALO Buyers and Sellers—Car Lots—
TIMOTHY—CLOVER—ALSIKE—ALFALFA—GRASSES N. Y.

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
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WE WANT CORN THAT WILL GROW
STOECKER SEED CO.
Peoria, Ill.

H. W. DOUGHTEN, 59 PEARL STREET,
NEW YORK CITY
Importers, Exporters and Jobbers
Grass and Field Seeds
We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

RUSSELL SEED CO.
Carlot Shippers All Southern Seeds
We buy Clovers, Rye, Barley, Wheat
MEMPHIS, TENN.

SEEDS FOR SALE

FOR SALE—Alfalfa Seed. For samples and prices write Grain & Storage Co., Douglas, Wyo.

FOR SALE—Red Clover, Timothy and Montana-grown variegated Alfalfa. Northern Field Seed Co., Winona, Minn.

SEED BARGAINS.
Re-cleaned Sudan, seventeen cents per pound; Alfalfa seed, ten cents per pound. Seamless bags extra, at 50c each. Order now; tomorrow may be too late. The Sedgwick Alfalfa Mills, Sedgwick, Kans.

SEEDSMAN WANTED.

WANTED—Are desirous of securing services of young man thoroughly conversant with wholesale grass seed trade. Must be good judge clovers.

State age, experience, salary expected. All replies treated strictly confidential. Courteen Seed Company, Milwaukee, Wis.

HELP WANTED—Middle aged man to manage warehouse for re-cleaning and handling seeds. Must have experience. Permanent position. Must have good references. Address Seeds, Box 8, Grain Dealers Journal, Chicago, Ill.

The J. M. McCullough's Sons Co.
BUYERS—SELLERS
Field and Garden Seeds
CINCINNATI - - OHIO

CLOVER SEED--TIMOTHY SEED
That order for clover or timothy futures
"Send it to Zahm"
J. F. ZAHM & COMPANY, Toledo, Ohio
Here since 1879 Ask for our daily Red Letter—Free

SEED CORN For Sale

Both Hand and Machine Shelled.
Also in the Ear. Yellow and White.
SOUTHEAST MISSOURI GRAIN CO.
Malden, Missouri

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio

CRAWFORDSVILLE SEED CO.
FIELD SEEDS
Crawfordsville, Ind.

SEEDS FOR SALE

TESTED SEED CORN—Qualities that will grow; varieties that are early enough to mature anywhere in Northern Iowa, Illinois or Indiana, and Southern Michigan, Wisconsin and Minnesota.

Varieties are: Reid's Yellow Dent, Iowa Silver Mine and Iowa Gold Mine, at \$7 per bu.

In the 90-day varieties we offer Pride of the North, Silver King, and Early Iowa Yellow Dent at \$8 per bu.

Ensilage corn at \$5 per bu.

Terms: Cash with order. Seed sold subject to approval in ten days, or money back.

Reference, First National Bank, this city. Council Bluffs Seed Co., Council Bluffs, Ia.

OTTO SCHWILL & CO.
Memphis, Tenn.

GARDEN and FIELD SEEDS
Also Onion Sets, Poultry Food, Bee Supplies

WANTED

Seed Oats Spring Rye
Barley and Wheat
FARMER SEED & NURSERY CO.
FARIBAULT - MINNESOTA

FIELD **SEEDS** GRASS

Poultry Feeds

**Timothy
Clover**

Alfalfa

Milletts

Cane

Kafir

Popcorn

Lawn Grass

The Albert Dickinson Co.
ESTABLISHED 1865
Minneapolis Chicago

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Car Cane Seed, Car Seed Corn. 1916 crop. Good stuff and priced right. Free samples. Franklin Seed House, Beaver City, Nebr.

FOR SALE—White Russian Silver Mine oats, Siberian-German Broom-corn and common millets. Mammoth Yellow and Red Cob fodder corn. Write for samples and prices. M. A. Heiberg. Twin Valley, Minn.

SEEDS FOR SALE

WE specialize in German Millet, and can offer carlots or less for sale. Correspondence solicited. D. H. Clark & Sons, Galt, Mo.

HIGHEST GRADE SEED CORN grown. Reid's Yellow Dent and Iowa Silver Mine White Corn, well matured, selected, tested 98% germination. 1917 crop. Prices right. J. M. Schultz, Dieterich, Ill.

SEEDS WANTED.

SEED CORN SEED CORN SEED CORN By car load or bushel. White or yellow. Early maturing, guaranteed germination 80% to 100%. Ed. S. Barry, Hardin, Ill.

FOR SALE—Choice recleaned white kafir, milo, cane seed, darso, feterita. Mixed cars a specialty. Marshall Grain Co., Watonga, Okla.

A. W. SCHISLER FIELD AND GARDEN SEED COMPANY
53 Years Service Buyers and Sellers Bag or Car Lots
St. Louis, Missouri

SEED CORN COMMERCIAL

Red Cob White—Boone County White—Yellow Dent
SUNFLOWER SEED

SIKES-McMULLIN GRAIN COMPANY, SIKESTON, MO.

MISSOURI BRAND SEEDS

Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

Crabbs Reynolds Taylor Company

Crawfordsville, Indiana
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike

Clover

Timothy and Alfalfa

Seed

SEED CORN FIELD PEAS

SAMUEL McCausland

BELFAST, IRELAND
Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.
Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

RUDY-PATRICK SEED CO.

ALFALFA—TIMOTHY

KANSAS CITY, MO.

The Seed Terminal of the Northwest

Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.
FIELD SEED—Car lots or less, Northern grown.
GARDEN SEED—Hardy Varieties, large or small lots.
ONION SETS—We grow and sell thousands of bushels.
POULTRY FEED—Our formulae or special milling.
NORTHROP, KING & CO., MINNEAPOLIS

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

We are buyers and sellers continually of
CLOVER, ALSYKE, TIMOTHY, ALFALFA
carlots or less.

Sample envelopes on request. Send us samples of what you have to offer.

Write or wire when in market.

T. H. COCHRANE CO.
PORTAGE WISCONSIN

We Buy **SEEDS** We Sell
J. G. PEPPARD SEED CO.
Kansas City, Mo.



White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

Wm. G. Scarlett & Co.
Baltimore, Md.

WOOD, STUBBS & CO.

(Inc.)
LOUISVILLE, KY.
Ky. Blue—Orchard—Red Top
BUY AND SELL
Also full line Garden Seeds

REGISTERED BRANDS



MINNEAPOLIS SEED COMPANY

WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

TIMOTHY, CLOVERS, MILLETS

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THE ART INSTITUTE
OF CHICAGO

GRAIN DEALERS JOURNAL

[Incorporated]

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, APRIL 25, 1918

SEND us a report on the acreage and condition of growing grain in your section.

HOW can trading in grain be restricted so as to favor either buyers or sellers and still have the ruling markets correctly reflect supply and demand?

THE conference called by the Grain Corporation for New York April 30 to consider regulations for handling the 1918 wheat crop may lead the way to much relief for both the Food Administration and the grain trade. Here's hoping.

CORN sold to the Allies and our Government should be fit for human food; but the honorable members of the trade who refused to buy the pellagra corn to apply on the Government's requisitions, found, to their disgust, that there were others who bot the diseased grain and tendered it to the Wheat Export Co., forgetting patriotism in their greed for the almighty dollar. One loyal American got wind of this crooked deal in time to have many cars rejected, resulting in a loss of 20 cents per bushel where the profiteers had expected to make 15 cents.

LET the elevator stand forth in a new coat of paint, thereby conferring upon it a sign of appreciation for the service it has and will render; a sort of service flag, as it were. The efficient elevator deserves it.

A CONFIRMATION must bear on its face the plain statement that it is a "confirmation," otherwise the courts, as in a case reported elsewhere, will hold the alleged confirmation to be a new offer, and not binding unless in turn accepted.

THE LARGE army of professors (?) conducting useless investigations, sapping the nation's income without profitable results prompts the suggestion that the time, money and labor so wasted by both the patriotic investigators and the investigated might be used to the great advantage of the nation and humanity in the promotion of the war.

HELP WANTED advertisements are increasing in number, not only in the Grain Dealers Journal but in almost every other publication. The lifting of thousands of our best men from the ranks of producers is being felt more and more keenly and will become increasingly greater with the passage of time. But the mere fact that there is a demand for men is neither call nor license to quit one position and go scurrying after another. When the war closes the shifter will not be wanted any place.

THE LATEST questionnaire issued by the Federal Trade Commission to the grain trade of the grain surplus states will give the dealers enough work to keep them busy until the new crop begins to move and the replies, if carefully studied and analyzed, will give the Commission's entire force occupation for many months to come. While there is a faint hope that such result might check the flow of questionnaires being thrust upon the grain trade, it does not seem reasonable that the grain dealer should wait for more questionnaires before vigorously protesting against devoting his life to digging up the records of unimportant transactions long since forgotten.

THE RULES issued under authority of the Food Control Law may not seem necessary or desirable to the individual who is directly affected, but he should not be so determined in his opposition as to permit himself willfully to disobey the rules. In fairness to those who do live up to the letter of its requirements the Food Administration cannot fail to deal swiftly and severely with those who disregard them. The handler of foodstuffs whose license is revoked or suspended for failure to play the game fairly has no one to blame but himself. The Food Administration may safely be relied upon to overlook an honest mistake, provided it is not repeated too many times.

ALMOST any quality of wheat can be sold readily and will bring good prices. Moldy wheat, unfit for feed or food, can be used for many commercial purposes. Wheat which at one time was valueless now has commercial value. Do not permit any to go to waste.

THE Government will not guarantee \$2.50 for wheat and the price of \$2.20 may look high before the enormous crop now in the making is marketed. Canada expects to increase its wheat acreage by 4,000,000 acres. Great Britain has more under cultivation than ever. Argentine and Australia are striving earnestly to get their surplus to Europe.

IOWA'S wheat acreage has long been so small that the crop has not cut much of a figure in the world's supply, but the large number of Iowa farmers who have this year planted a small acreage to wheat under most auspicious conditions, seems to insure a larger crop of this valuable food product than the State has produced for years. One regrettable feature, developed by recent investigations, is that the acreage would have been still more increased had the Grain Corporation supplied all of the seed wheat asked for by the County Agents.

THE NEW Federal wheat grades, published on pages 648-649, must not be considered as war grades, as they are intended to be the permanent grades under the Grain Standards Act. The changes are not as great as was outlined in the tentative grades proposed. The wheat grades will go into force July 15th with the movement of the new crop, and, as many grain dealers, who have not previously handled wheat will be called upon to handle considerable of the new crop, it behooves them to familiarize themselves with the provisions of the new grades so that they may grade their purchases accurately and pay the price justified by the Government's fixed price.

IOWA DEALERS, at their meeting last week, protested against being required to file so many involved reports on their business to Federal departments. The wonder is that every grain dealer has not long since protested vigorously to his Representatives in Congress, as well as to the heads of the Departments asking him to devote his nights and Sundays to filling in questionnaires of no help to the Government or business generally. The army of theorists, socialists and impractical dreamers who are drawing down real salaries for this useless interrogation of business men are not prompted by any desire to help business or increase its efficiency. Their sole search seems to be for rotten spots, or unbusinesslike practices which they might brand as a general practice and use in distracting the public mind in attempting to justify their employment.

LEAKING IN TRANSIT scatters grain along the rights of way and constitutes a tremendous economic loss. It is the legal duty of the carriers to provide cars that will retain grain. If this duty be shirked by the carriers the grain dealers should, under protest, make good the deficiency as they have in the past.

GUARDING an elevator against fire originating through carelessness or from incendiarism, is like putting money in the bank. Grain elevators as operating institutions are worth more now than ever before. Cost of rebuilding and reequipping will be much higher, in the event of loss by fire. Insurance companies cannot and will not pay what an elevator is worth as a going institution.

CARS will always be short until the railroads buy a bountiful supply or stop permitting them to be used as storehouses. One Iowa shipper who worked after dark to load a couple of cars placed on his siding Saturday wrote the following Thursday, "the cars are still here and the corn is getting hot." More methodical handling of freight in eastern terminals would release many locomotives now used in switching for regular train service. A Buffalo receiver complained recently that a car he ordered switched March 2 to delivery tracks was still held by the New York Central. Expeditious efficiency.

HOUSE CLEANING time has arrived once more. The house in which grains are handled usually is much more in need of a spring cleaning than is the one in which people live. This year special efforts should be made to dispose of all machinery and equipment that has accumulated. One reason is the price is high. Another and equally good reason is the country needs all the machinery it can get without placing a further load on the manufacturer of new equipment. However, the commonsense rule should be not to buy anything unless it is exactly what is wanted and will give the service required.

LOOKING AHEAD in the seed world means to plan to concentrate a supply of seed for 1919 planting far in excess of that ever before brought together. The country is bare of clover and other of the grasses, seed corn in the north, after this year's crop is in, will be wholly exhausted. Accumulations this year should provide for a greater than normal demand for 1919 use, with as much of a surplus as can be brought together as a commercial venture. State and national organizations are for the purpose of aiding in the work, not for interfering with it. If the seed men do their part this year there will be less for the state and nation to do, with the possible exception of seed wheat, over which the Food Administration doubtless will retain jurisdiction.

SELLING the elevator and waiting until the storm subsides may be a course that will appeal to many, but not to the fellow who is determined to see it thru. But this idea of shifting the responsibility to other shoulders is putting some excellent country elevators on the counter, and these offerings are worth investigating by real bargain seekers.

BAG CONSERVATION is being urged by that strongest of all forces: an inadequate supply. Grain dealers handling feeds and seeds who will take the trouble to inventory their stock may be agreeably surprised at the quantity an investigation will bring to light. Heretofore when feeds were sold the bag usually went with the feed it contained and remained in the hands of the buyer. It was worth only a few cents, if returned. Bags are worth good money now and used bags and burlap are in demand. An investigation may bring to light a quantity worth while.

MATCHES have no place in the well conducted elevator, and for that reason the elevator in which they are to be found may be classed among those that are not well conducted. The match with the so-called protected head is just as dangerous as was its predecessor—the red headed fellow, when it comes to starting a fire, and it is not at all impossible that it may become an even greater offender because it requires only very slight friction to ignite it. Safety matches, which will ignite only when struck upon a specially prepared surface, are to be given preference above all other kinds, and even the safety match should be kept away from the elevator, with the reserve supply in a metal container.

THE HYSTERICAL criers of incendiarism will find little consolation in the address of the President of the Grain Dealers Mutual Fire Ass'n at the Iowa meeting last week, who stated that the experience of his company for the past seven months was but one fire loss in a grain elevator. Several fires occurred in grain elevators, but the vigilance of the Association's policy holders resulted in all of them being extinguished in their incipency. The record of fires in Nebraska and Illinois elevators has been equally good and the general impression prevailing among mutual insurance men, specializing in this class of risks, is that the losses would be reduced still further if the property owners would but strive to correct hazardous features of their plants and carefully guard against conditions likely to cause fire. One most encouraging feature of the agitation against the great fire loss has been the liberal provision of simple apparatus, such as buckets and barrels, for extinguishing fires in elevators. Operators and owners seem at last to begin to recognize the advantage of being prepared to fight the fire when it arrives.

SEEDS supply is presumed to be about equal to the demand for this year's planting. Positive information is never available for no one can determine in advance the call for replanting of those partial failure crops which can be replanted. At the last minute it would seem there will be more or less of a scramble to find seeds in some cases and in others to find buyers for them.

LINE COMPANIES should think twice before following the lead of the manager mentioned in "Letters" dept of this number in instructing agents to stay away from the cupola in case of fire because of the possible danger. The agent would be foolish, indeed, to go into the cupola if the fire had gained enough headway to make it dangerous to attempt to get close enough to put it out; but many times, as pointed out by our correspondent, his first knowledge of the fire will come long before it has assumed a serious nature, and while it still is easy to extinguish. Yet even in this case blanket instructions to stay out would place the agent in the position of a violator of orders given by a superior if he tried to save the property.

Business Today.

Business today is not and cannot be "as usual." Business is experiencing constant change, is hedged about by restrictions and conditions in such manner as to tax heavily the resource and ingenuity of those in charge. As viewed by H. G. Selfridge, business today is no sinecure, "it means harder work, deeper study, more alertness."

No other business in the United States has been so adversely affected as has that of the grain dealer. He is operating under hastily constructed rules and regulations which have brought about what may be considered a revolution in methods. He must be constantly on the alert to keep his financial head above water and to preserve his right and liberty to conduct his business.

Grain dealers now are undergoing a most severe trial. Men of initiative and adaptability will ride out the storm and when it has subsided they will be more capable business men in every way. They must do more, dare more, perform more, but there is satisfaction and profit for those who have the stamina to meet this strain on their moral and commercial fiber, the most severe ever experienced.

For the duration of the war and for the purpose of winning the war, government is using business in much the same way it is using men of draft age, for those purposes and in those ways which will make it of greatest value to the great work in hand. No doubt many needless restrictions have been placed.

But the winning philosophy of business of today is to go ahead regardless of the obstacles encountered. The present need is to build, to solidify that which is taken over, to rear a substantial and enduring structure; and to do this notwithstanding, rather because of the times.

This is not the time to become frightened, to decide to sell out and wait until the commercial sea is as still as a duck pond before again venturing, but it is the day when men of the right caliber will go ahead. Steady, and forward, grain dealers, your country needs you every day.

Failure of Claims Conference.

The adjournment last week of the conference between the shippers and carriers without having accomplished the agreement suggested by the Interstate Commerce Commission will not surprise the directors of the Illinois Grain Dealers Ass'n, who at different times during a year held half a dozen conferences with the same general managers on the same subject of claims settlement, that proved equally fruitless.

A reputation for fighting claims is valuable to any railroad company, as it discourages many shippers from even undertaking to present a just claim, and thereby enables the railroad company to keep much cash that belongs to the shipper. So profitable, indeed, is this policy of delay that neither shippers nor the Interstate Commerce Commission seem able to gain the least concession that looks toward prompt payment.

The grain men who went into this conference are disappointed. They had expected to unite with the carriers in perfecting, and put much time and thought into devising, a working agreement, in compliance with the suggestions of the Commission. The failure to accomplish the agreement rests upon the carriers, who came into the conference with a cast-iron plan placing all the burdens upon the shippers, and refused to budge therefrom. Their obstinacy will no doubt be made known to the Interstate Commerce Commission, whose examiner was present during the deadlock, and should lead the Commission to question the various allegations of the carriers, particularly natural shrinkage.

The conference may have failed but it succeeded in placing the burden of failure upon the carriers.

Reimbursement for Losses on Wheat.

The loss suffered by individual producers and handlers of wheat in August, 1917, by reason of the creation of a government monopoly of the market and the establishment of a price lower than the then market price has been the cause for considerable discussion among those who understand the matter, and it does not appear that there is much difference of opinion among well informed persons as to the duty of the government to make good this loss, and thus apportion it among the whole people, instead of forcing the few to bear it alone.

In the case of the grain dealer the argument for the need of this reimbursement is strong at every point, by reason of the fact that the grain which he had on hand at the time the price was fixed had been accumulated by him in the regular course of his business, being paid for at the then recognized market price; and in the great majority of cases it was

no fault of the grain dealer that this grain remained his property until the date when the price was, by action of the government, arbitrarily marked down. On the contrary, he was doing everything in his power to dispose of the wheat, but was prevented from doing so by the failure of the transportation companies to furnish cars in which to make shipment. He was, therefore, unable to escape the loss; and to the individual dealer it is of such size as to make of it a very serious matter.

The bill which has been introduced in the House by Representative Morgan, of Oklahoma, to appropriate funds to be used in reimbursing farmers for their losses is a step in the right direction, and Mr. Morgan has indicated his willingness to so amend the bill as to include grain dealers in its terms.

A New Problem for the Elevator Man.

Operators of country grain elevators are confronted with a new problem in that they must provide means for facilitating the unloading of bulk grain from heavy motor trucks which are not equipped with box dumping apparatus. Most of the coal trucks are equipped with power apparatus for tipping up the motor box so as to dump its load wherever desired, but many of the trucks now being sold to farmers are not equipped with the dumping device and the elevator man cannot afford to block his driveway while shoveling grain from the motor box.

Another point which is brought out very strongly by an interesting communication in "Letters," this summer, is that all driveways and dumps must be built stronger and provided with heavier dumplogs, as all trucks will carry much larger loads of grain than farmers' wagons have usually transported and this again will necessitate the building of larger receiving sinks and larger legs to carry away the grain quickly.

The Highway Transport Committee of the Council of National Defense, has recently urged the States' Councils of Defense to premove the establishment of rural Motor Express Lines to facilitate the marketing of farm products and thereby encourage the production of food. Doubtless some economy could be effected through the establishment of rural Express Lines, but most farmers are so penurious they would not think of paying for service which they could easily perform themselves. However, the fact remains that many farmers are buying three to five ton trucks which will easily carry double their weight of grain and it's up to the grain dealer to look ahead and be prepared to receive the coming grain with safe and expeditious equipment.

New Scheme for Hooking Farmers.

The Equity Co-Operative Exchange of St. Paul has a new scheme for hooking the farmers of the Northwest which casts a deep shadow on Brother Drayton's charter issuing scheme. The St. Paul gang, which is believed by some benighted growers to be a real blessing in disguise, now puts its promoters in the field and sells stock, not in a local elevator company, but in the great and glorious Exchange of St. Paul and the Exchange in turn builds, owns and operates the elevator. This is the plan upon which this most benevolent institution is said recently to have established an elevator at Fessenden, N. Dak.

If any of the farmers who have paid money for beautifully engraved certificates in this institution, would but read its record as disclosed by legislative investigations, they would feel like assigning their stock to their worst enemy before it becomes a liability.

It is indeed unfortunate that the farmers should readily fall prey to the schemes of the many promoters who are abroad in the land, but the schemers are quick to take advantage of the agitation and the misrepresentation being fed continually to the unposted producers of grain and doubtless the army of promoters will continue to grow until the farmers get wise. In self-defense the established elevator operators should enlighten their patrons before they become enmeshed in the net of some of the unprincipled schemers.

Equipping for the Great Grain Drive.

Machinery must play a larger part in operating the farms this year than ever before because of the scarcity of farm labor. The old custom of waiting until a machine is needed before finding out if it will operate should be discarded this year. Impress on farmers that now is the time to give every machine on the farm a careful examination. Damaged and broken parts should be replaced, rusty spots cleaned and oiled or painted, gears and bearings cleaned of the old gum and lubricated with new oils or greases and machines put in shape so when power is attached they will be ready for immediate use.

If old machines must be replaced, the new equipment should be ordered immediately. Prices will not, in all probability, be any lower at any time this year than they are now. Cost of farm equipment is so high dealers therein do not care to stock heavily in anticipation of the coming need, but will buy sufficient for all if orders are placed now, and can deliver the machinery when it is needed. Loss of a few months' interest on the cost of machinery is of no consequence compared with the deterioration of grain that will be greatly needed or the total loss of such grain through inability to harvest it.

In making these recommendations and reiterating them the grain dealer is serving his own interests as well as promoting the welfare of those whose products he handles. Co-operating in this way both will be serving their country in a most efficient and acceptable manner.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Must Prepare to Dump Trucks. How?

Grain Dealers Journal: The farmers have commenced to haul small grain in trucks of a tread wider than my dump logs will accommodate, so it takes much longer to get the grain from the truck to the dump sink. What can I do to prevent congestion when grain begins to move?—F. P. Burrows.

Ans.: See "Letters" this number.

Why Are Dump Scales Preferred?

Grain Dealers Journal: I wish some grain man who knows would tell why so many grain elevator owners of the spring wheat states insist upon reducing the receiving capacity of their plants one-half by installing dump scales. They can not weigh with the scale while the dump is in use or vice versa, and the dumping is sure to reduce the accuracy and life of the scale. The dump scale greatly increases the cost of power because the leg is running empty part of the time. Where each dump is set over two sinks of large capacity two kinds of grain or two grades can be dropped from farmers wagons and the leg employed continuously in elevating grain. The reasons will be appreciated by A. R. McGrew.

No Stamp Tax on Sight Draft.

Grain Dealers Journal: I noticed in one issue of the Journal that the Internal Revenue Department had issued a ruling that where drafts sent subject to arrival of cars were demand drafts upon arrival of the cars and no revenue tax was necessary.

I would like to have a copy of the exact ruling as outlined so I can have it prepared in rubber stamp form to be used on my drafts, as these small country banks insist on the stamps and in some cases have returned the draft without presentation because no stamps were affixed.—L. G. Belew & Co., Pilot Point, Tex.

Ans.: Daniel C. Roper, Commissioner of Internal Revenue, Washington, D. C., on Mar. 26, 1918, issued Treasury Decision No. 2682, on war stamp taxes, imposed by Schedule A of Title VIII of the Act of Oct. 3, 1917, from which we take the following:

"The tax attaches upon delivery within the United States, to drafts and checks expressed to be payable otherwise than at sight or on demand.

"The tax attaches, not when it is signed by the drawer, or presented to the drawee for acceptance, or accepted by him, but when it is delivered to the payee.

"Accordingly, an ordinary sight draft with B/L attached is not taxable, but a draft expressed to be payable at sight 'on arrival of car,' is.

"A sight draft, accompanied by instructions outside the instrument, as 'Do not present until arrival of car,' or some such memorandum, is not taxable.

"A sight draft accepted and paid for the drawee by the collecting bank, which holds it and charges interest until the drawee takes it up, is not taxable."

The foregoing ruling makes it plain that writing the words "on arrival" on the face of the draft, makes the document subject to tax. The same transaction can be effected without tax, by giving the same instructions on a memorandum pinned to the draft.

Bankers probably know that an ordinary sight draft is not taxable; but if they insist that the draft with separate arrival memorandum is taxable, they should be referred to T. D. 2682, of Mar. 26, that "Sight draft with instructions outside the instrument 'Do not present until arrival of car' is not taxable."

Loading Below Minimum to Clean Out House?

Grain Dealers Journal: We have four or five hundred bushels of wheat in sight in this neighborhood and we understand that there is a ruling by the Interstate Commerce Commission that once a year in a cleanup the elevator man is entitled to have one car for each commodity handled, and that the shipment will take the carload rate even tho it is less than the carload weight. We are unable to locate this decision and if you know of the decision or the number we would be very glad to have it.—C. E. Nichols Co., Lowell, Ind.

Ans.: The privilege of loading less than a carload at the carload rate to clean out the elevator is based on provisions in the tariffs of all the western railroads, with a few exceptions. The roads east of Chicago do not grant this privilege, and it is not in effect at Lowell on the Monon.

Shipper on that road has no recourse. If bagged the wheat could be shipped 5th class at 9½¢ to Chicago, against 6¢, the carload rate in bulk to Chicago.

A good plan would be to get a small car. Some cars of 40,000 lbs. are obtainable tho the shipper is not permitted to order such size.

The Interstate Commerce Commission has not ruled on this matter. When the carriers' ass'n took the provision out of the collective tariff the Commission made no ruling, as the carriers put the clause into their individual tariffs, and the Commission merely noted the fact.

Minimum Charge When Loaded to Full Visible Capacity?

Grain Dealers Journal: We have three box cars bought out right, they were refrigerator cars remodeled into a box car and the box is fairly small and on account of the condition of the corn this year and especially after it has been dried the corn becomes so light that we are unable to get the minimum weight into the cars.

My shipment to Chicago recently shows one car short 12,610 and the other 18,310 pounds short of the minimum, and the state grain inspector's certificate is stamped "Heavily loaded car, so heavily loaded that only shallow probe could be obtained". Under ordinary conditions we could, I believe, get the minimum weight in and the question in my mind is can the railroad company collect this extra freight? I also made the notation on the B/L as follows "Loaded to full visible capacity. Small box account refgr car made into box, unable to get minimum weight in car."

Also made the notation on way bill (as I am also agent) and yet they came back corrected to minimum. I also billed cars at 50,000 lbs.

Have I any grounds for claim.—Heaton Farmer's Grain Co., E. E. Resler, mgr., Heaton, Ill.

Ans.: The Interstate Commerce Commission in administrative ruling No. 77 in tariff circular No. 15-A, held that the actual weight governed when loaded to full visible capacity when the carrier does not furnish a car of the capacity ordered by shipper, and it is impossible to get the minimum into the car.

In this case the question is complicated by the fact the shipper owned the car, so that shipper can scarcely allege that it was not of the capacity ordered.

However, the shipper probably could recover under the ruling of the Interstate Commerce Commission in the case of Atlas Lumber Co. v. Nor. Pac. Ry., reported in 26 I. C. C. 312, to the effect that, "Where a car is loaded to full visible capacity, but transportation charges are assessed on higher minimum weight, charges are unreasonable to the extent assessed above actual weight of shipment."

Can Railroads Operate Grain Storehouses?

Grain Dealers Journal: In connection with the government operation of the railroads a question has been brot up to the effect that the carriers should cancel their leases of elevators owned by them and operated by grain companies, as it is against public policy for the government to lease its property to private parties.

Has there been any court decision against railroad companies operating elevators?—R. T. Jaycox.

Ans.: A distinction is made by the courts on the manner of operation of a grain elevator. The courts hold that carriers may operate elevators for the purpose of unloading and transferring grain in due course of handling. On the contrary, the railroad companies have no power to operate an elevator to give storage for an indefinite period of time, or to perform such services as cleaning, clipping, mixing and drying. To satisfy the public demand for such services on grain going into railroad owned elevators it has been found advisable for the railroad companies to lease their houses to firms and corporations.

In the grain trade the margins of profit are so small and competition so sharp that a fraction of a cent per bushel excessive cost will force an elevator out of business. Up-to-date elevator facilities are so essential to successful operation of a railroad that the best managed railroad companies do not hesitate to build and operate well equipped houses at a loss. The loss is minimized by leasing to private corporations to be operated for the public benefit. If the government took over the operation of the elevators the cost of operation probably would rise 50 per cent, and if the charges were raised in proportion the private and public warehousemen would get all the business at their lower rates.

The Supreme Court of Illinois on Feb. 20, 1908, affirmed a decision by Judge Honore of the circuit court of Cook county against the Board of Trade which sought to compel the railroad companies to operate their elevators as public warehouses, so that warehouse certificates would be available for trading. The court said:

"The railroad companies may have the power to furnish storage room for grain at important transfer points temporarily to enable the owner to collect enough for a cargo, but such storage contemplates a rotation so that no one shipper can hold grain indefinitely until the market seems to justify him in selling. That a railroad company has no power, either express or implied, to own and operate a public warehouse as an incident to public purposes as a public carrier, is in our opinion, supported by sound reason and authority."

Our Callers

- J. H. McCune, Ipava, Ill.
- E. M. Wayne, Delavan, Ill.
- Harry Work, Ellsworth, Kan.
- Geo. B. Marble, Sturgis, Mich.
- W. E. Culbertson, Delavan, Ill.
- Victor Dewain, Warrensburg, Ill.
- Elmer Hutchinson, Arlington, Ind.
- F. G. Ernst Lange, San Francisco, Cal.
- C. A. Wilder, of Wilder & Taylor, Ladonia, Mo.
- C. H. Brasee, inspector Grain Dealers Fire Insurance Co., Omaha, Neb.

Conference on Settlement of Claims.

Conferences were held at Chicago Apr. 15, 16 and 17 in compliance with the suggestion that shippers and carriers get together and agree upon plans for the expeditious settlement of claims for loss of and damage to grain, embodied in Docket No. 9009 of the Interstate Commerce Commission.

The conference failed of accomplishing its purpose, as the carriers were unwilling to compromise.

As reported on page 476 of the Journal for Mar. 25, the Mar. 14 conference of the shipping interest had been adjourned to get the full co-operation of the farmers elevator operators. They decided to join with the regular dealers and met with them Apr. 15 in the Board of Trade. After an all day discussion the delegates agreed upon what terms they could reasonably demand of the carriers; and next day a small com'ite met a com'ite of the carriers headed by F. C. Maegly, in the Transportation Bldg., Examiner H. C. Wilson of the Commission being present. Here the carriers presented a long schedule of their demands, which the shippers could scarcely assent to, and so reported back to a night session at the Hotel La Salle, which adjourned at 11:30, after carefully considering each of the demands of the carriers and deciding upon the course to be pursued at the final meeting with the carriers' com'ite Apr. 17. This meeting with the carriers ended in a deadlock.

Mr. Goemann now will take up the question with the Interstate Commerce Commission, with his position materially strengthened by the exposure of the carriers' obstruction tactics.

Among the rules proposed by the carriers' com'ite were the following:

Accessories such as nails, paper, cheesecloth, burlap or similar material for caulking or lining cars, required to prevent loss by leakage will be supplied and applied by the shipper or at his expense.

Owners of the grain are required to unload carload freight. Unloading includes the removal of the entire contents, including sweeping the car.

If shipper, consignee, owner or representative of either should discover leakage of grain from car, he must immediately report facts to carrier and afford opportunity for verification prior to unloading or forwarding.

The result of hammer testing will not be accepted as proof of loss.

The carriers' proposed Rule 8 provided for allowance for natural shrinkage, wastage and scale variation, ranging according to weighing conditions, up to as much as .65 of one per cent on corn, of which $\frac{1}{4}$ of one per cent was for the alleged natural shrinkage.

The sub-com'ite which met the carriers was composed of H. L. Goemann, Mansfield, O., chairman; W. R. Bach, Bloomington, Ill., attorney Illinois Grain Dealers Ass'n; J. S. Brown, mgr. Transportation Dept., Chicago Board of Trade; H. T. Clarke, attorney Omaha Grain Exchange; H. B. Dorsey, Ft. Worth, Tex., sec'y Texas Grain Dealers Ass'n; H. A. Feltus, of the Van Dusen-Harrington Co., Minneapolis, Minn.; Chas. B. Riley, Indianapolis, Ind., sec'y Indiana Grain Dealers Ass'n; E. S. Wagner, Chicago, rep. Millers National Federation; Clifford Thorne, attorney, National Council of Farmers Co-operative Companies, Chicago; H. P. Price, Delavan, Ill., chairman transportation com'ite Illinois Farmers Grain Dealers Ass'n, and M. Myers, Ft. Dodge, Ia., sec'y Iowa Farmers Grain Dealers Ass'n.

In addition the following participated in the preliminary shippers' conference:

C. J. Austin, New York Produce Exchange; D. L. Boyer, St. Joseph, Mo., sec'y Missouri Grain Dealers Ass'n; B. F. Bywater, Chicago; W. W. Bradbury, Duluth, Minn.; L. E. Banta, Indianapolis Board of Trade; J. W. Bingham, Chicago; R. L. Cal-

lahan, Louisville Board of Trade; W. E. Culbertson, Delavan, Ill., sec'y Illinois Grain Dealers Ass'n;

W. G. Gorman, Cedar Rapids, Ia.; G. Stewart Henderson, Baltimore Chamber of Commerce; R. J. Hanley, Chicago; J. O'Halloran, Chicago, of American Mfrs. Ass'n of Products of Corn; Jas. C. Jeffery, attorney Chicago Board of Trade; J. P. Johnson, traffic manager Armour Grain Co., Chicago; Chas. D. Jones, Nashville Grain Exchange;

E. G. McCollum, Wolcott, Ind., sec'y Indiana Farmers Grain Dealers Ass'n; Chas. F. Macdonald, sec'y Duluth Board of Trade; Otto Mortensen, Minneapolis, Minn.; S. S. Reeves, Cincinnati Grain & Hay Exchange; J. A. Schmitz, assistant Board of Trade Weighmaster, Chicago; Geo. A. Schroeder, mgr. transportation department Milwaukee Chamber of Commerce; Alex. Stuart, of J. Rosenbaum Grain Co., Chicago; J. W. Shorthill, York, Neb., sec'y, and A. F. Wine, of National Council of Farmers Co-operative Companies.

The reasonable suggestions of the shippers, refused by the carriers, will be made known to the Commission by Mr. Goemann. One of the leading proposals of the shippers, which was rejected by the railroads, was:

The grain shippers agree to improve their weighing facilities to the satisfaction of a joint com'ite of the carriers and shippers, provided the carriers recognize as correct and settle claims upon the basis of the weight obtained on scales so approved and supervised by the joint com'ite. The refusal of the carriers to accept this proposition places them in the position of not desiring accurate weights in the country.

Chicago Board to Entertain Illinois Dealers.

The com'ite of the Chicago Board of Trade on the entertainment of the visiting dealers at the 25th annual convention of the Illinois Grain Dealers Ass'n May 21, 22, which is composed of Frank J. Delany, chairman, W. N. Eckhardt, Geo. E. Booth, Adolph Kempner, E. A. James, D. H. Harris, Ed. Hymers and J. J. Bagley, has arranged a leading feature that will be missed by no one attending the convention, a visit to the Great Lakes Naval Training Station.

Speakers have not as yet been chosen.

The banquet complimentary to the visiting dealers will be given at the LaSalle Hotel May 21.

The trip to the Naval Training Station will be made on the afternoon of May 22 by special train from the Northwestern Station, returning in the evening. It is desired that the com'ite be advised by May 1 and not later than May 7 of the number who will join in the visit to the Great Lakes Station.

This visit will be unique in the history of the Illinois Grain Dealers Ass'n, and will aid in disseminating war enthusiasm.

Ask Protection from Miller Competition.

Canadian trade organizations and the Winnipeg and Fort William Grain Exchanges have asked the Board of Grain Supervisors to go to Ottawa and ask that the control of flour be taken over. A representative of the Canadian Council of Agriculture declared that the mills have taken away the profit of country elevators because they are able to handle grain at a loss and to make up for it in their milling operations. It is the desire that the mills shall not have a free hand while country elevators have only their business of handling grain, which is closely circumscribed by rules.

Position of Carriers in Claims Conference.

F. C. Maegly, chairman of the Carriers' Conference Com'ite, after the adjournment of the conference with the grain shippers, made the following statement clearly defining the attitude of the carriers:

The carriers' com'ite regrets that more satisfactory progress was not made at this first joint conference, but is hopeful that efforts will yet be made by representatives of shippers and receivers and carriers of grain, to bring about the desired improvement in the efficiency of grain weighing and grain handling, as expected by the Commission.

The immediate cause of the failure of the April 16th and 17th conference was the insistence by one side that, after a plan of grain weighing and supervision of grain scales shall have been agreed upon, the carriers must agree, in advance, to pay all claims on clear record cars. Very naturally, the carriers' com'ite could not accede to such proposal, for the simple reason that it would mean their agreement to pay many claims where there was no loss of grain in transit, or change of weight caused by carriers' negligence.

The position taken by the carriers' com'ite was, and is, that the carriers will pay claims for actual loss of grain caused by carriers' negligence, and we urged that there should be co-operation all along the line to insure a square deal between claimant and carrier. By this, we do not infer that the shippers' com'ite was not equally anxious to have this great question settled on the basis of a square deal; for certainly that is the only manner in which it can be settled definitely.

The acceptance of the proposal by shippers' committee that the carriers pay all claims on clear record cars is an assumption that 100 per cent efficiency will exist in the shipping and receiving weights of the shipments when covered by some indefinite plan of supervision, to be worked out. The carriers submit that if there is to be such assumption of 100 per cent efficiency in the shipping and receiving weights of grain, then it is only fair that 100 per cent efficiency be conceded to the carriers' plan of supervision of the transportation service, and the record of loss of grain from car by leakage or other cause, if any, in transit; and, having the three factors before us, namely:

(1) 100 per cent efficiency in the shipping weight; (2) 100 per cent efficiency in the receiving weight; and (3) 100 per cent efficiency in the carriers' transportation service and record of loss of grain, if any, in transit, if then a difference should result, between the shipping and the receiving weight, the latter being short, it would behoove all concerned to determine, if possible, the real cause of such difference in weight. Under the ideal conditions stated, such difference could not be attributed to error in weight or loss of commodity from car in transit.

The carriers have not attained 100 per cent efficiency in their transportation service and record. On the other hand, it is equally true that no grain weighing supervision department has ever yet attained 100 per cent efficiency, and we have grave doubts whether such efficiency will ever be attained.

The Interstate Commerce Commission has pointed out that there is room and need for material improvement, and has said that it expects steps will be taken, with that end in view, through the proper representatives of shippers and receivers and carriers of grain.

The carriers' com'ite is intact and stands ready to meet with a representative committee of shippers and receivers of grain, but it will not, in advance of negotiations, undertake to commit the carriers to a policy of paying claims on clear record cars, regardless of whether there was actual loss of grain from the cars in transit, or not.

JOHN T. LAING, at Dixon, has had to hire a bookkeeper since government reports became an established and frequent thing.

TALKING to the point and setting Dame Rumor back a step, J. J. Stream, Coarse Grain Administrator, says the talk of removing the import duty on Canadian oats is foolish, for Great Britain needs every pound of oats in Canada, and that Canada will not permit exportation to this country.

A Good Business Slogan.

Here is a good idea from the back of the business card of Geis & Price, grain dealers at Cordell, Okla.:

GET ACQUAINTED.

If I knew you and you knew me,
'Tis seldom we would disagree;
But never having yet clasped hands,
Both sometimes fail to understand
That each intends to do what's right
And treat the other honor bright,
How little to complain there'd be,
If I knew you and you knew me.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Big Car of Wheat.

Grain Dealers Journal: As an instance of the effort being made to utilize all available transportation I submit our loading of an 80,000-lb. capacity car on April 8 with 117,940 lbs., or 1,965 bus. 40 lbs., of wheat.—D. C. Pederson, mgr. Ramona Elvtr. Co., Ramona, S. D.

Dumps for Motor Trucks.

Grain Dealers Journal: We have given the question of wagon dumps for use in connection with automobile trucks considerable thought.

The main question to be solved in connection therewith, from the information gained through inquiry of users, is to make a wagon dump of such strength that it will easily take care of the added weight of a loaded motor truck as compared to a loaded wagon.

We do not believe it would be practicable, efficient or even policy to try to dump a loaded motor truck handling grain by the same methods as have been used heretofore in dumping wagons. In the first place, the added weight of the truck is a very great obstacle, and in the second place, the oil and grease which collects in pan below the crank case would naturally drain into the grain when dropping rear wheels which, of course, would not be allowed.

The ideal method of dumping a loaded truck would be by means of the power-driven self-contained arrangement as furnished with the majority of trucks especially for that purpose. With that arrangement a dump would, of course, be unnecessary for a truck, but a dump would have to be furnished to take care of wagon grain which would necessarily have to be dumped into the same pit. Such dump irons would have to be made heavier than the standard now in use, and it is on that proposition we are working.

Where a truck is not equipped with a self-contained dumping arrangement, it is suggested that an overhead dump be used and the body only raised. Naturally an overhead dump for that purpose would have to be made heavier than the present standard, but it could be easily provided for. The question of tread is one which can also be easily taken care of.

The manufacturer is naturally inter-

ested in the customer's requirements. We would be very glad indeed to have our Engineering Department co-operate with any of your readers interested in the subject in working out an arrangement for dumping purposes to meet particular requirements.—Very truly, Weller Manufacturing Co., W. H. Kaiser, vice pres., Chicago.

A Real Gem from Oklahoma.

Cordell, Okla.

chicago, ILL.

grane dealers jurnel,

deer Surs:

we Take peekulier plesher in setting down with hour pen in Hand to rite yew bout youre gud papur. hit fernishes us untold infurmashun—bye that I meen that infurmashun that never wuz told befoar and nevur wil be toald again. in Youre eddytoriels we git moar inlitement than from eny other soarse. I have offen hurd about the camels back bein broak but i neaver node what broak it till i red youre paper of march tenth. in your first eddytoriel you said that "LEGEND asserts that the last straw broak the camels back." Legend is a grate riter and i always likt tew read after him and he seams to have more reel sound infurmashun than most any riter except the feller that eduts the grane dealers jurnel, hes a dinghummer and the riter is fur him.

We want the jurnel nother yeer and the check enkloased will advanse our subskripshun nuther yeer.

the wheet krop rite round hear is most a entyre faleure. hant had no rane fur a long time and the ground is verrie drie, and so is the riter—live in Oklahoma, yew no. Neerly everybodie fallin to staves around hear on akcount of the drouth.

Hopin yew air the'saim, we air

yewrs trulie,
Geis & Price Grain Co., by J. G. Price.

Restrict the "Corn Butchers."

Grain Dealers Journal: I have just returned from a trip through the great corn belt of Ohio. I want to say it is but little short of criminal negligence or carelessness the way corn is being handled—or rather butchered—by so-called grain merchants. More than half of this corn is unfit for food or feed. About one-fourth, if properly handled, would be of satisfactory grade for human consumption. About one-fourth might be utilized for stock feeding. The balance has no business going into the channels of commerce except it might be used by distillers or starch mills.

But in these times of such short-
age in human food, why does our Government permit good grain to be wasted by mixing spoiled, rotten corn with perfectly good corn, thus spoiling the already too small supply of good food. Before it is shelled the good and bad can easily be separated, but when good and bad are shelled together they cannot be separated. Consequently the otherwise good corn is reduced to the value of the damaged.

Why spend so much time and money preaching conservation and permit careless grain butchers to waste so much of our valuable resources. Here is certainly a fertile field for our "Office of Markets and Rural Organization," if it really wants to do something worth while. We are spending millions trying to encourage and induce our farmers to produce more grain. Why not make some effort

to prevent our careless grain dealers from wasting so much of the nation's wealth?—Yours truly, E. T. Custenborder, Sidney, O.

Why Not Extinguish All Fires?

Grain Dealers Journal: A few days ago I talked for some time with a salesman for a manufacturer of fire extinguishers, and in recounting some of his experiences among elevator men he said that he had been told by the manager for a line company that his company had no need for extinguishers in the cupola of its elevators, for the reason that instructions had been issued to the men to stay away from the cupola if a fire starts there, and to take no risk of life in endeavoring to put out such a fire. What would the insurance company do if it knew of such instructions?

The salesman refused to give the name of the company, and his information was not complete enuf to show just how far the instructions issued to the elevator foreman may extend; but it would seem that this is a mistaken policy and that any instructions given to the foreman might be followed by him so literally as to cause him to stay away from the cupola even tho he only suspected fire, and many times this would result in the destruction of a plant that might easily have been saved without any risk to the employe. In fact, the writer has in mind an incident of just that kind, when smoke was detected by the sense of smell and the fire extinguished while it was still in its initial stages; yet to have stayed away from the cupola would have meant a burned elevator in a few hours.

None would expect an employe to go to the cupola or to any part of the plant when he had good reason to believe that his life would be endangered by doing so, but he should not be given blanket instructions for his guidance in such cases, and he should be expected to use his own judgment in deciding upon a course of action, basing his decision upon the facts as they present themselves when the fire is discovered.—Traveler.

Inspecting Cars for Grain Loading of Utmost Importance.

Grain Dealers Journal: With reference to preventing leakage of grain from cars, which is being discussed in the columns of your journal. My examinations of cars suggest that much leakage could be prevented if all loaders would thoroly inspect cars inside and outside, before attempting to cooper them, to determine their suitability for transporting grain in bulk, and whether or not they can be made grain tight with a reasonable amount of labor and materials.

Such a close inspection of a car before cooperating will unearth any minor defects, which otherwise might go unnoticed by the loader. I am persuaded that if the inspection of a car to be loaded with bulk grain is thoroly done, and the cooperating of such a car is made in accordance with the findings of such an inspection, that much leakage will be prevented irrespective of what cooperage materials may be used.

Of course, if, owing to scarcity of available empties, cars are pressed into the grain service that, ordinarily, would not be used for grain the loader must be guided accordingly, and must take extraordinary precautions to prevent possible leakage, which means special cooperating, otherwise the use of such equipment is apt to prove unsatisfactory.

It is true, as has been stated in the columns of your paper, burlap, at the present time, is extremely costly, and difficult to secure. Paper, too, has advanced fully one hundred per cent. It follows, then, that any such auxiliary materials must be handled economically and carefully. Calking material is also effective for closing cracks and crevices in the car box and grain doors, and for pads on door posts. It is the failure to apply grain door or other cooperage materials intelligently in accordance with the findings of a thoro inspection of a car, rather than the kind of cooperage materials used, that causes many cars to leak grain during transit.—Yours truly, A. E. Schuyler, Chicago.

Not a Confirmation Unless So Stated.

By 'phone Michael A. Cavanaugh of Manchester, N. H., bot of D. W. Ranlet Co., Boston, Mass., four cars of clipped white oats to be sound, cool and sweet. One of the cars resold by Cavanaugh when inspected by the buyer, Reid, was found to be soft and in heating condition.

Cavanaugh brot suit against Ranlet, who defended by presenting an alleged confirmation incorporating the rules of the Boston Chamber of Commerce into the contract, whereby if the goods were not as warranted the "seller shall be notified not later than the following business day after arrival of car at destination, and be given an opportunity to order inspection if so desired by him." The notice was not given in time, and under the confirmation Cavanaugh could not recover.

The alleged confirmation purported to be a memorandum of a sale of two cars "straight clipped white oats," one of which is the car in question, with a statement of the price, warranty and terms of shipment. It does not purport to confirm the oral contract, and the word "confirmation" is nowhere found.

The court said it is of itself an offer to sell which upon acceptance by the offerees would become a binding sale. The words, "This is a contract and will be considered mutually binding unless we are advised of its nonacceptance by wire." "If any error in above please advise us by wire," immediately preceding defendant's signature, admit of no other satisfactory construction. It could not be ruled as matter of law, that if the "confirmation" were treated as an offer, it became a binding agreement from the failure of the plaintiffs to reply. The jury under all the circumstances were to say whether the plaintiffs' silence amounted to an assent.

As no evidence of the law of New Hampshire was introduced the rights of the parties are to be determined at common law. The contract was entire and three cars having been accepted and the price paid the statute of frauds is not a defense.

The jury were to decide whether the warranty had been waived by an acceptance of damaged goods, considered in connection with the undisputed fact, that notice was given to the defendant of the breach, with a claim for reclamation. What has been said rests upon the oral contract, which notwithstanding the defendant's denial, the jury could find resulted from the conversation by telephone between the contracting parties. The defendant however contends that the contract was in writing. The credibility of the witnesses was for the jury.

On appeal from the superior court of Suffolk County the Supreme Judicial Court of Massachusetts, Feb. 27, 1918, ordered judgment for plaintiffs for the amount stipulated, with interest and costs.—118 N. E. Rep. 650.

RETURNS OF YIELD for the 1917 harvest in France may be reported as late as May 15, without the declarer being penalized 7 francs per quintal for not declaring the quantity produced.

Depositing Draft for Collection.

C. N. Brigrance, a farmer of Pemiscot County, got judgment Feb. 6, 1918, against the Bank of Cooter, Mo., for \$732.70 that the West Tennessee Grain Co. had failed to pay on a draft deposited with the bank.

An agent of the grain company bot most of three cars of corn from the farmer, and both went to the bank with three drafts attached to three Bs/L. The bank's cashier 'phoned the grain company in Tennessee and was assured that the drafts would be paid, whereupon he placed the amount of the drafts to the credit of the agent of the grain company and gave the farmer a check for \$1,090.40. Other checks were given to other persons selling part of the corn that went into these cars. One of the drafts was paid, but the other two came back protested.

Thereupon defendant bank notified plaintiff of this fact, and plaintiff gave defendant bank his checks to cover the amount of \$1,090.40 so placed to his credit. The defendant in turn paid plaintiff \$357.70, being the amount due him for corn in the car covered by the one draft which was paid by the grain company.

The attorneys for plaintiff in planning the suit for recovery against the bank cleverly avoided the several pitfalls that are presented in prosecuting such a claim, and did nothing that would impute to their client the slightest responsibility for the drafts, alleging that their client, the farmer, in giving his check simply loaned the money to the bank.

Defendant was allowed to prove the custom of banks in handling drafts with Bs/L attached and as to giving the customer credit for the amount at the time and then charging same back in case of failure to collect. The plaintiff objected to this on the ground that this case must depend on its own facts and not on any custom. This is correct, and so the trial court stated at the time, but admitted the evidence on the ground that it might throw some light on why this arrangement was made between the parties. The witness stated there was no positive rule either way, but generally such drafts were taken merely for collection at the customer's risk.

The cashier further testified that, while his bank had the right to charge back this amount on failing to collect it without plaintiff's consent, he preferred to and did inform plaintiff of the fact of the drafts being turned down, and that plaintiff voluntarily gave him the checks covering the amount. In all this the bank cashier is corroborated by the evidence of defendant's bookkeeper. It is also shown that plaintiff and defendant's cashier jointly tried to divert the cars of corn and sell same to another party and made further efforts to collect from the consignee, the West Tennessee Grain Co.; the bank agreeing to assist plaintiff in this matter and pay him when and if the bank got the money.

The court said: The plaintiff did not choose to go into the question of how the grain company got possession of the corn without the Bs/L to which the drafts were attached, and defendant did so only incidentally. Such inquiry, however, would be foreign to the issues raised. The most that appears is that the grain company got possession of the corn at Memphis, Tenn., without the Bs/L; but whether this was the place of consignment is not shown. The defendant bank sent the drafts with Bs/L attached for collection to its correspondent in St. Louis, and same were returned after presentment and protest. The defendant bank and plaintiff then attempted to divert the corn and sell it to other parties, but this failed because of delivery of the corn to the West Tennessee Grain Co.

The amount here mentioned is not the amount sued for—the value of plaintiff's corn and the amount for which plaintiff

was given credit at the bank—but is the amount of the two dishonored drafts plus the protest fees, and is the amount of plaintiff's first check to the bank to square the same. It ignores the fact that plaintiff later gave another check for \$75.80 to square the full credit of \$1,090.40. It is thus apparent that plaintiff by his petition, evidence, and instructions to the jury, bottoms his case on the narrow proposition that his check to defendant for \$1,014.60 constituted a loan to the bank for that much money which it then, independent of previous transactions, promised to pay back to him. So the plaintiff testified.

It was clearly, therefore, a question for the jury to determine whether the plaintiff accepted this credit as a collection to be made by the bank and subject to the right of the bank to charge same back in case the collection failed.—200 S. W. Rep. 668.

Coming Conventions.

Apr. 30.—Conference of grain interests called by Food Administration at New York.

May 6-7.—The call for a mass convention of the grain trade at Kansas City has been canceled.

May 21, 22.—Illinois Grain Dealers Ass'n at Chicago.

May 22, 23.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 28, 29.—Kansas Grain Dealers Ass'n at Topeka, Kan.

June 6, 7.—American Feed Manufacturers Ass'n at Buffalo, N. Y.

June 18, 20.—American Seed Trade Ass'n at Chicago.

July 9-11.—National Hay Ass'n at Cleveland, O.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. C. 3883, eastbound on train No. 70 at Milmine, Ill., April 16, on Wabash, was leaking white oats at drawbar. Had no chance to repair.—Thurman E. Hamman.

T. & P. 15180 passed, eastbound, thru Danvers, Ill., on local, April 2, leaking oats at door post. Train crew repaired car as best they could while switching other cars.—Danvers Elvtr. Co., Wm. Shorthose, mgr.

P. R. R. 48291 passed thru Otterbein, Ind., April 1, leaking white corn badly at end of car. Could not repair. Reported it to agt. of L. E. & W., and he said he would report it to Lafayette office.—Farmers' Elvtr. Co., T. E. Samuel, mgr.

M. C. 9526 passed thru Arkinson, Ind., Mar. 30, on local, leaking oats at side of car.—Atkinson Grain Co.

C. G. W. 12158 passed thru Vincent, Ia., Mar. 28 leaking oats at side of car. Train was moving when leak was noticed.—Geo. Schissel.

N. C. & St. L. 13461 passed thru Agosta, O., Mar. 27 leaking oats at side of car near end.—C. O. Barnhouse.

N. Y. C. & H. R. 103534 was set out at Holyoke, Colo., Mar. 25, leaking wheat account broken door post. Railroad company had us fix car and it was sent on.—Holyoke Equity Merc. Co., Paul Reimer, mgr.

C. of Ga. 26454 passed thru Julian, Neb., Mar. 23 leaking corn at side of car near end. Was running out in a stream.—Louis W. Sage.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CALIFORNIA.

Sacramento, Cal., Apr. 10.—All of California has been visited with a very nice rain the past 24 hours, and the grain is now in a most excellent condition, and the present outlook is very good indeed. There is considerable interest being taken to have the farmer handle his grain in bulk this crop.—California Producers Co., M. T. Shepherdson, mgr. grain dep't.

IDAHO.

Genesee, Ida., April 13.—The crop outlook is good.—Genesee Union Warehouse Co., Joe Knapps, mgr.

ILLINOIS.

Rochelle, Ill., April 12.—We have about 4 times the usual wheat acreage in this locality.—P. R. Diederich.

Bluff Springs, Ill., April 9.—Wheat is looking fine. The crop last year was a failure.—Elijah Needham.

Sterling, Ill., April 13.—Wheat acreage is light, but the plant is in good condition.—Mcsee Dillon Co., W. R. Michaels.

Morrison, Ill., April 13.—Considerable spring wheat and some winter wheat sown in this locality, the acreage being larger than in former years. Prospects are favorable.—M. H. Potter & Sons.

De Kalb, Ill., April 12.—We have a largely increased acreage of winter wheat, and with favorable conditions De Kalb County will produce more wheat than is needed for local consumption.—Ed. Conlin.

Sterling, Ill., April 13.—The wheat plant has been damaged to some extent by the dry weather and high winds this spring, and I believe $\frac{1}{4}$ of the plants to be dead. Some claim of damage to oats during recent cold nights.—J. H. Johnson, representing Simons, Day & Co.

Springfield, Ill., April 17.—The week was cold, dry and cloudy and vegetation made practically no growth. Severe frosts turned oats yellow in certain localities. Otherwise oats and wheat are in good condition. Oats seeding is nearly completed. Rain is needed for all crops. Plowing for corn continues, some is planted in the south and is coming up near Cairo.—Clarence J. Root, meteorologist, U. S. Weather Bureau.

Springfield, Ill., Apr. 24.—Weather during week was too cool for growth of vegetation, but rains were very beneficial and crops should grow rapidly on advent of warm weather. Corn plowing continues generally, with planting in south, but rains delayed work. Oats seeding about completed. Condition of oats and wheat averages good to excellent.—Clarence J. Root, meteorologist U. S. Weather Bureau.

INDIANA.

Losantville, Ind., Apr. 15.—Wheat is little but looking good; an extra large crop of oats sown and they are being put in in fine shape. There will be no corn to move on this crop.—Thompson & Powell.

Dunreith, Ind.—Wheat is looking fine. No signs of Hessian fly reported by farmers. Large acreage sown to oats and some coming up slightly damaged by freezes. Plowing is progressing rapidly for a large acreage. Clover and timothy meadows never looked better.—Lines & Boyd, prop., Dunreith Elevator, Geo. Boyd, mgr.

IOWA.

Newell, Ia., Apr. 18.—No increase in wheat acreage. Oats and corn acreage normal.—M. Goltz.

Ackley, Ia., Apr. 18.—Slight increase in wheat acreage. Oats acreage has increased 12% over last year.—Fred E. Trainer.

Sheldon, Ia., April 20.—Weather is quite cold. Wheat looks fine, but we need rain and warmer weather badly.—W. A. Krahling.

Marcus, Ia., Apr. 18.—Wheat acreage increased 500%; oats acreage increased 10%; corn acreage increased 90%.—Charles Swindle.

Riverton, Ia., Apr. 18.—We will have at least 3,000 acres planted to wheat. The stand good, and it looks fine.—W. G. Sherman.

Washta, Ia., Apr. 18.—Wheat acreage light because the Grain Corporation failed to supply the seed as promised.—J. K. McGonaghy.

Ellsworth, Ia., Apr. 18.—About 1,500 acres planted to wheat. Much more would have been planted had the seed ordered arrived.—A. N. Moore.

Klemme, Ia., Apr. 18.—We seldom ship wheat, but expect to handle some this year as every farmer has planted some spring wheat.—M. O. Hocum.

Union, Ia., Apr. 18.—Wheat acreage increased 15%; barley increased 50%; oats 160%; and corn 80%.—Marshall G. Goslings, mgr. Union Grain Co.

Webster City, Ia., Apr. 18.—Wheat acreage small. Increased spring wheat acreage. Oats acreage increased. Corn acreage will be normal.—A. J. Froning.

Winterset, Ia., Apr. 18.—Wheat acreage increased 40%. Winter wheat good stand and looking fine. Oats acreage large and also looking fine.—D. E. Hylton.

Calamus, Ia., April 15.—The acreage of both winter and spring wheat has been increased. Oats and wheat are in good condition.—F. Mueller & Sons, J. F. Mueller.

Tingley, Ia., April 20.—Has been snowing hard for $1\frac{1}{2}$ days. About 2 feet on level, and it is very good for crops. Ground about all plowed and ready for corn planting.—H. E. Tuttle.

Guthrie Center, Ia., Apr. 18.—Wheat acreage increased 10%; oats acreage increased 5%; barley acreage increased 5%; all at the expense of corn and meadows.—E. W. Miller.

Farlin, Ia., Apr. 18.—Most of our farmers have sown 4 or 5 acres to spring wheat where they sowed none before. We have considerable corn back in farmers hands.—W. J. Banning.

Burt, Ia., Apr. 18.—Wheat acreage is larger than for 20 years. Dealers here have sold 9 cars of seed wheat. Oats and barley acreage will also be much larger. Corn acreage will be reduced.—O. P. McDonald.

Cherokee, Ia., Apr. 18.—We have shipped no wheat heretofore, but expect to have some on the next crop as all our farmers have planted a little spring wheat. Most grain has been shipped out.—G. A. French.

Tama, Ia., April 16.—Winter wheat is not doing well. Spring wheat acreage about the same as in former years. Oats about all seeded and coming up.—J. V. Simek, mgr. Farmers Co-operative Elevator Co.

Gowrie, Ia., Apr. 18.—All farmers who could get seed planted some wheat. Fall wheat looking fine. Oats acreage increased 10%. Twenty per cent of the 1917 oats and 50% of the corn still in farmers hands.—P. J. Harvey.

Albia, Ia., April 19.—We have a large acreage of winter and spring wheat. Winter wheat in fair condition. Spring wheat went into the ground in excellent condition and is coming up nicely.—W. A. Wilkin, Wilkin Grain Co.

De Witt, Ia., April 15.—Oats have not been damaged by recent night freezes and the plant is in good condition, altho the soil is getting a little dry. Winter wheat acreage better than last year, and conditions are good.—Chas. Howson.

Bradford, Ia., Apr. 18.—About half of our farmers have planted 4 or 5 acres of wheat. Corn and oats acreage will be normal. Farmers are working their fields well and sorting their seed, so our prospects are the best they have been in years.—F. Hushka.

Maynard, Ia., Apr. 18.—Fayette County has planted about 2,500 acres of spring wheat this year. Our barley acreage has been increased at least 50%. Oats acreage will be increased 10%. Some farmers will not plant any corn because of crop failures and no seed.—F. C. Warnke.

Des Moines, Ia., Apr. 23.—Rains of importance occurred in nearly all sections of the state, except some of the northwestern and west central counties, where moisture is badly needed. The warmth and moisture of the early part of the week germinated most of the oats, the remaining ungerminated wheat in the north and some of the barley. Freezing and the snow which fell are believed to have done no damage other than to have caused delay.—Chas. D. Reed, meteorologist U. S. Weather Bureau.

Des Moines, Ia., Apr. 16.—Cold, dry, sunshiny weather prevailed the forepart of the week with freezing temperatures or frosts in all parts of the state. Spring seeded grains have not in general germinated except where sufficient moisture came up from the subsoil germination is therefore uneven. Where sufficient moisture is present spring wheat and pastures are beginning to look green. Winter wheat with all other vegetation is nearly at a standstill, the rain of the 6th serving only to keep it alive. Barley seeding is well advanced in the central portion and progressing rapidly in the north. Corn acreage will be reduced in some counties through scarcity of reliable seed, small grains, mostly wheat, having taken its place.—Charles D. Reed, meteorologist, U. S. Weather Bureau.

KANSAS.

Erie, Kan., Apr. 15.—Wheat, oats and flax looking fine. Very little corn planted.—H. D. Collins.

Falun, Kan., Apr. 8.—The growing wheat is doing just fine. Never looked any better.—Western Star Mfg. Co., Hugo Hed, agt.

Rossville, Kan., Apr. 11.—Wheat is looking good, but is in need of moisture. Weather continues cold.—L. P. Davis, mgr. Golden Belt Grain & Elevator Co.

Home, Kan., Apr. 17.—Wheat is in pretty fair condition around here and will make 75% of a crop with favorable weather.—Farmers Co-operative Exchange, J. M. Hart, mgr.

Washington, Kan., Apr. 15.—We are needing rain very badly. Wheat is coming out some and with plenty of moisture we will raise half a crop. Oats are looking fine. Alfalfa is starting nicely, but the growth is slow, owing to dry weather.—Washington County Farmers Union Co-Op. Assn., E. P. Lowe, mgr.

Montezuma, Kan., Apr. 16.—Only about 5% of acreage of wheat put in will be harvested, even with the best of season from now on. We have had plenty of rain last three weeks. Oats and barley acreage put in this spring very large. There will be double acreage of milo, kafir, cane, some corn, but very little. There will be more broom corn.—H. D. Wheaton Gr. Co., M. J. Long.

Emporia, Kan., Apr. 21.—"A Kaiser Killer," is a dandy name for the 2-inch rain and the heavy fall of snow, varying from 2 to 5 inches, that have fallen over practically the entire eastern half of Kansas during the past 48 hours. As a result a bumper wheat crop is in sight. The rain fell very slowly and the moisture went into the ground, and while the snow melted very rapidly, most of moisture was absorbed and has produced a subsoil moisture of 1 to 2 feet, something that has been sorely needed. With anything like favorable conditions, wheat should be ready for harvest on schedule time. Oats are a good stand, and with warm growing weather will make rapid progress. The ground is in excellent condition for corn planting and it will be on in full swing in a few days. The first cutting of alfalfa promises a good crop.—E. A. Sullivan, field representative Vanderslice-Lynds Co.

Monmouth, Kan., April 18.—Wheat and oats look fine. Farmers are well along with corn planting. Season very favorable.—R. P. Turner.

Topeka, Kan., Apr. 19.—Of the nearly 9½ million acre area of winter wheat sown in Kansas last fall, approximately ½ is worthless or so unpromising that it will probably be abandoned or devoted to other crops. Ninety per cent of this abandoned acreage is in the region lying north and west of an imaginary line drawn diagonally across the state from northeast to southwest, beginning at the northwestern corner of Marshall county and extending to the southeast corner of Clark county. This region comprises approximately ½ of the state's land area and embraces 60% of the total area sown to winter wheat last fall. In the region lying south and east of the diagonal line across the state the per cent of failure is given as 10, and is principally found in the south central counties. In the eastern third of the state there is practically no abandonment. This failure of wheat is attributed almost entirely to long continued dry weather, and the blowing of the soil by the wind. Freezing and late planting on poorly prepared ground are other causes. It is possible that the abundant rains of this week in all portions may revive much wheat believed worthless at the time of this canvass, April 13, but in many localities the rains came too late to warrant such hopes. The percentage condition of the remaining 6,309,563 acres of growing wheat, based on 100 as representing a satisfactory stand and development, is 77.6, as compared with 3,979,000 acres last year, with a condition of 60.13 per cent. Insect damage is scarcely worthy of notice. While wheat is small and backward for the time of year, it is thrifty and of good color, and soil conditions are now favorable for vigorous growth throughout the state, the general rains having supplied needed moisture in the few counties that were too dry. It is reported that there has been considerable seeding of oats and barley in thin stands of wheat for a combination crop. Of oats there are estimated to be 2,596,504 acres this year, as compared with 2,324,912 acres in 1917, or an increase of 11.7% and a gain of more than a million acres over 1916. Practically every county reports increased oats acreage, and the condition is rated uniformly as good, the general average for the state being 90.7%. Of corn it appears that less will be planted by 4%, or a total of about 8,800,000 acres, as compared with 9,162,232 acres last year. In 1916, 6,964,724 acres were planted to corn. Of barley there will probably be 978,000 acres sown, as compared with 855,250 acres sown last year, or an increase of 14.4%.—J. C. Mohler, sec'y state board of agriculture.

MINNESOTA.

Minneapolis, Minn., Apr. 24.—Weather in the northwest has been quite cold during the past week, but we have not heard of any damage to crops. Grain which has been seeded is taking good root. Still some oats and barley to be seeded in the northern part of our territory. We consider the crop situation very favorable.—The Van Dusen Harrington Co.

MISSOURI.

Amoret, Mo., Apr. 15.—We are getting good rains now and wheat is looking fine.—F. A. Oline.

Jefferson City, Mo., Apr. 14.—Wheat is 92% of normal, against 62% for 1917 and 81% for the ten-year average. The best prospects are in the west, central, southwest and southeast districts; the poorest in the northwest, north central and east. In some of the northern counties wheat suffered during the winter from lack of covering, strong winds having blown the snow from the high points. Plant is still small, due to lack of fall and spring rains, but bottom land wheat has not been much retarded. Wheat is healthy, but little has been winter killed and the plant has begun an early growth.—Jewel Mayes, sec'y Dep't Agriculture.

MONTANA.

Rains fell in the state during the past week, and these were very much needed. The early spring and favorable seeding conditions have been of great help to farmers. We consider the crop situation as very favorable.—The Van Dusen Harrington Co., Minneapolis, Minn.

NEBRASKA.

Laurel, Neb., Apr. 18.—Our crops are in good condition.—J. F. Westrand.

Elba, Neb., Apr. 19.—Crops are not the best on account of cold weather. Some winter wheat winter killed, but with warm weather think we will make a fair crop. Big acreage of oats, but none up.—C. H. Ender.

Central City, Neb., Apr. 15.—Crop conditions have not been very favorable, as it has been too cold and dry, but we had a nice rain last night. Winter wheat will be ¾ of a stand. Larger acreage of spring wheat sown than for years, also a larger acreage of barley than last year. Oats acreage above normal. All of this means a smaller acreage of corn.—L. E. Nugent, agt. T. B. Hord Land & Cattle Co.

NORTH DAKOTA.

Denhoff, N. D., Apr. 18.—Winter rye is damaged 30%. Just looked at a field of 50 acres that will not make seed.—Wm. F. Ahlbrecht.

Denhoff, N. D., April 8.—This county had total crop failure last year. No wheat or other grain here for shipment.—Wm. F. Ahlbrecht.

Harlow, N. D., Apr. 21.—The rye crop is coming fine and looks better than in former years. The wheat has come up and there is plenty of moisture.—Ing. Iverson, agt. Osborne-McMillan Elvtr. Co.

Williston, N. D., Apr. 22.—Crop conditions good. A good rain last week, filling the ground with water, which was necessary at this time. Wheat seeding 2/3 completed.—J. P. Hoover, mgr. Farmers Elvtr. Co.

Heavy rains in western North Dakota covered a large section and were of tremendous benefit. This is the greatest amount of moisture this territory has had in over a year and the soil was very dry. We consider crop conditions as very favorable.—The Van Dusen Harrington Co., Minneapolis, Minn.

OHIO.

Dawson, O., Apr. 15.—Oat sowing almost completed. Wheat and grass need rain badly.—Snow & Ginn.

Sidney, O., April 16.—If we do not have rain within the next few days wheat, oats and young clover will suffer greatly.—E. T. Custerborder.

Hamler, O., Apr. 10.—Oats are about all sowed. Nearly 25% of the wheat acreage has been planted to oats. Wheat needs rain and warm weather.—Hamler Gr. & Stock Co., A. Ringlein.

OKLAHOMA.

Thomas, Okla., Apr. 21.—Wheat poor, promising about 15% of a crop. Oats good stand and looking fine. Quite a lot of corn put in.—E. P. Clark, mgr. Maney Export Co.

Rains fell during the past week in western South Dakota, where the moisture was very much needed. As the principal crop in this section is spring wheat the prospects are very promising, and we consider the crop condition as favorable.—The Van Dusen Harrington Co., Minneapolis, Minn.

SOUTH DAKOTA.

Ramona, S. D., Apr. 19.—Seeding nearly all done. Had a little rain this week, but soil had become so dry nothing would sprout.—D. C. Pederson, mgr. Ramona Elvtr. Co.

TEXAS.

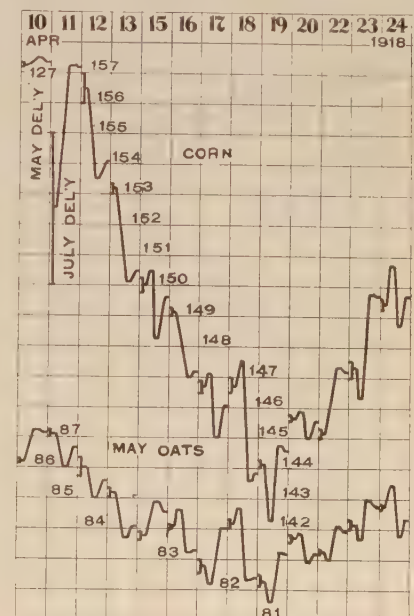
Ft. Worth, Tex., April 20.—Owing to adverse conditions surrounding the grain crops this season we have not issued a crop report, but we have had rains over the grain producing section of the state recently and I am now asking the members of the ass'n to report on conditions to aid us in properly presenting the situation to the Food Administration. Have just returned from Chicago, Kansas City, St. Joseph and Atchison and prospects seem very flattering for a good wheat and oats crop. I found the crops in Oklahoma, Kansas and Missouri in very good condition.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

WISCONSIN.

Curtiss, Wis., Apr. 20.—Never before was there so much spring wheat sown in this locality, the most of it being durum and marquis.—John V. Sturner.

Chicago Futures

Opening, high, low and close on corn for May and July and oats for May delivery at Chicago for two weeks past are given on the chart herewith.



Daily Closing Prices.

The daily closing prices of oats and corn for May or July delivery at the following markets for the past two weeks have been as follows:

*MAY AND JULY OATS.

| | Apr. 10. | Apr. 11. | Apr. 12. | Apr. 13. | Apr. 14. | Apr. 15. | Apr. 16. | Apr. 17. | Apr. 18. | Apr. 19. | Apr. 20. | Apr. 21. | Apr. 22. | Apr. 23. | Apr. 24. |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Chicago | 87 1/8 | 86 3/4 | 85 5/8 | 84 3/4 | 84 3/8 | 83 3/8 | 83 1/4 | 83 1/2 | 83 1/8 | 82 7/8 | 83 1/4 | 83 1/2 | 83 1/2 | 84 1/4 | 84 1/2 |
| Minneapolis .. | 87 | 86 3/4 | 85 1/4 | 84 | 84 3/4 | 83 3/8 | 83 1/2 | 83 1/8 | 82 7/8 | 83 1/4 | 83 1/2 | 83 1/2 | 83 1/2 | 84 1/4 | 84 1/2 |
| St. Louis | 87 1/2 | 86 1/2 | 85 1/2 | 84 1/2 | 84 1/8 | 83 1/8 | 83 1/4 | 83 1/2 | 83 1/8 | 82 7/8 | 83 1/4 | 83 1/2 | 83 1/2 | 84 1/4 | 84 1/2 |
| Kansas City .. | 87 1/2 | 86 1/2 | 85 1/2 | 84 1/2 | 84 1/8 | 83 1/8 | 83 1/4 | 83 1/2 | 83 1/8 | 82 7/8 | 83 1/4 | 83 1/2 | 83 1/2 | 84 1/4 | 84 1/2 |
| Milwaukee | 87 1/4 | 86 1/4 | 85 1/4 | 84 1/4 | 84 1/8 | 83 1/8 | 83 1/4 | 83 1/2 | 83 1/8 | 82 7/8 | 83 1/4 | 83 1/2 | 83 1/2 | 84 1/4 | 84 1/2 |
| Winnipeg | 95 1/8 | 94 1/8 | 90 1/8 | 89 1/8 | 90 | 88 | 87 3/4 | 85 3/4 | 87 1/2 | 87 1/2 | 88 | 88 1/2 | 88 1/2 | 89 1/2 | 89 1/2 |

*MAY AND JULY CORN.

| | Apr. 10. | Apr. 11. | Apr. 12. | Apr. 13. | Apr. 14. | Apr. 15. | Apr. 16. | Apr. 17. | Apr. 18. | Apr. 19. | Apr. 20. | Apr. 21. | Apr. 22. | Apr. 23. | Apr. 24. |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Chicago | 127 3/4 | 157 1/4 | 154 | 150 1/2 | 149 1/2 | 147 1/4 | 146 | 143 3/4 | 144 1/2 | 145 1/2 | 147 1/2 | 149 1/2 | 149 1/2 | 149 1/2 | 149 1/2 |
| St. Louis | 127 3/4 | 159 1/4 | 154 1/2 | 150 1/2 | 150 1/2 | 148 1/4 | 147 | 145 | 145 1/2 | 146 1/2 | 148 1/4 | 150 1/2 | 150 1/2 | 150 1/2 | 150 1/2 |
| Kansas City .. | 127 3/4 | 159 1/4 | 156 1/2 | 152 1/2 | 152 1/2 | 150 1/2 | 149 1/2 | 148 3/4 | 149 1/2 | 149 1/2 | 151 | 152 1/2 | 153 1/2 | 153 1/2 | 153 1/2 |
| Milwaukee | 127 1/2 | 157 | 154 | 150 1/2 | 149 1/2 | 147 1/4 | 146 | 143 3/4 | 144 1/2 | 145 1/2 | 147 1/2 | 149 1/2 | 149 1/2 | 149 1/2 | 149 1/2 |

*May delivery shown in bold face; July in light face type.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Sterling, Ill., Apr. 13.—There is little corn in this locality to be moved.—Addison Capp, with Frank Hefebower.

INDIANA.

Dunreith, Ind., Apr. 15.—Old wheat all out of this point.—Lines & Boyd, Geo. Boyd, mgr.

IOWA.

Tingley, Ia., Apr. 20.—Very little grain moving. Fair stocks of best quality oats in farmers hands.—H. E. Tuttle.

Tama, Ia., Apr. 16.—A large quantity of oats in farmers hands.—J. V. Simek, mgr. Farmers Co-operative Elevtr. Co.

Story City, Ia., Apr. 18.—Farmers still have ½ of the oats and they are not selling freely.—Burke & Stephenson.

Belle Plaine, Ia., Apr. 17.—No wheat, no barley, a little corn and about 20% of the oats crop remain in farmers hands.—E. A. Tappan.

Calamus, Ia., Apr. 15.—There is little grain in farmers hands, and they are not selling freely.—F. Mueller & Sons, J. F. Mueller.

South English, Ia., Apr. 18.—Considerable oats in farmers hands, but little is moving.—Farmers Grain & Lbr. Co., O. K. Morrison, mgr.

KANSAS.

Erie, Kan., Apr. 15.—Very little wheat left in farmers hands. Some corn, oats and kafir yet to be marketed.—D. H. Collins.

Home, Kan., Apr. 17.—Wheat all shipped out. Not over 15% of oats to ship and about 30% of corn.—Farmers Co-Op. Exchange, J. M. Hart, mgr.

Montezuma, Kan., Apr. 16.—No wheat in farmers hands. Did not produce enough for seed last year and shipped in about 20,000 bus. Shipped in hay and oats for feed last year. Farmers now have practically no feed at all.—H. B. Wheaton Gr. Co., M. J. Long.

Emporia, Kan., Apr. 19.—Movement of corn from first hands very light. Fully 75% of the corn has been marketed, and about the same percentage of oats. Stocks of both corn and oats in country elevtrs. very light.—E. A. Sullivan, field representative Vanderslice-Lynds Co.

Topeka, Kan., Apr. 19.—Of last year's wheat crop, 1,597,400 bus., or 3.8%, remains in farmers hands; of corn, about 20,000,000 bus., or 18.8%; of oats, 10,095,000 bus., or 16.6%; of barley, 204,000 bus., or 5.1%; and

of the grain sorghums, 1,851,000 bus., or 11%.—J. C. Mohler, sec'y state board of agriculture.

LOUISIANA.

New Orleans, La.—Exports of grain thru this port in February were: Wheat, none; corn, 872,616 bus.; oats, 3,292,032 bus., barley, 2,090,886 bus.; and rye, 102,640 bus., compared with wheat, 1,429,045 bus.; corn, 422,900 bus.; oats, 74,175 bus.; and barley, 200 bus. in February, 1917.—Geo. S. Colby, chief grain inspector and weighmaster, Board of Trade.

MISSOURI.

Amoret, Mo., Apr. 15.—Quite a lot of corn in farmers hands yet, altho a lot has been moved. No old wheat in this county.—F. A. Oline.

NEBRASKA.

Central City, Neb., Apr. 15.—There is probably 25% of the corn crop, 20% of the oats and no wheat left in farmers hands.—L. E. Nugent, agt. T. B. Hord Land & Cattle Co.

OHIO.

Dawson, O., Apr. 15.—Oats are moving freely.—Snow & Ginn.

Hamler, O., Apr. 10.—About 50% of oats and 75% of corn still in farmers hands.—Hamler Gr. & Stock Co., A. Ringlein.

SOUTH DAKOTA.

Ramona, S. D., Apr. 19.—About 20% of barley, 15% of wheat and 10% of oats in farmers hands.—D. C. Pederson, mgr. Ramona Elevtr. Co.

Spreading Restricted.

Explanatory of the new method of trading the directors of the Board Chicago Board of Trade have adopted the following resolutions:

Resolved, That spreading in contracts of purchase or contracts of sale for April and May delivery, in corn and oats on the one side, and contracts in the same commodities for June and July delivery on the other, is prohibited.

That in no case can an individual, firm or corporation who has such April or May contracts open have executed for their account, by our members, contracts for June and July delivery in the same commodities that will result in or create a spread between the old and the new style contracts as prohibited above.

Resolved, That in the trading in corn and oats for delivery on and after June 1 the aggregate open interest for any individual, firm or corporation, in any one grain, is limited, the present amount being 200,000 bus. and any account with 100,000 bus. bought for either June or July, and 100,000 bus. sold in either of these months, not corresponding with the month of delivery of the 100,000 bus. bought, would be considered as having the maximum open trade allowance.

Resolved, That to correct a misapprehension, trading between corn and oats is not prohibited, provided it does not result in an open interest in either grain in excess of the permissible quantity, which, as above stated, at the present time is 200,000 bus.

Hearing on New Diversion and Reconsignment Rules.

The new reconsignment charges having been approved without a hearing given the grain trade the Interstate Commerce Commission gave a hearing Apr. 18 to grain shippers protesting against the increased charges effective May 1.

Hitherto there has been no charge for reconsignment if made within the first period of 24 hours after arrival. After May 1 all reconsignments and diversions will be charged \$2 or more. The grain dealers were well represented at the hearing last week and it is hoped the order will be modified as applied to the grain traffic.

The new rules follow:

Grain, seed (field), seed (grass), hay or straw, carloads, may be held in cars on track for the privilege of national, state, board of trade or other official inspection and disposition orders incident thereto at billed destination or at a point intermediate thereto, subject to the following rules and charges. These charges shall be made in addition to demurrage, track, storage and other lawful charges, and shall accrue to the road performing the service and be noted on the way-bill.

The term grain as used herein includes corn, barley, oats, rye, wheat, buckwheat, popcorn, grain screenings and seed screenings.

Rule 1. When disposition order is received prior to expiration of 24 hours after first 7:00 a. m. after arrival, \$2 per car.

Rule 2. If disposition order is received subsequent to the period prescribed in Rule 1, but within 72 hours after first 7:00 a. m. after arrival, \$2 per car for the first 24 hours, plus a charge of \$1 per car for each additional 24 hours or fraction thereof.

Rule 3. If disposition order is not received within the 72 hour period prescribed in Rule 2, \$5 per car.

Note 1—If delivery is taken and car is unloaded from track where inspected above charges named in Rules 1, 2 and 3 will not apply.

Rule 4. In computing time, Sundays and legal holidays (national, state and municipal) will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

Rule 5. For the purpose of disposing of car after it has been officially inspected the disposition order received after official inspection will be considered as being in lieu of consignment instructions under which car arrived at official inspection point.

Rule 6. If grain, hay, straw, field seed or grass seed, C. L., is held on track except for official inspection the general diversion and reconsigning rules will apply.

WHEAT PRICES in France are to be raised to 75 francs per quintal and the price of other cereals to 55 francs per quintal.

Shipment After Contract Time.

In arbitration between the Taylor & Bournique Co., of Milwaukee, plaintiff, v. the Globe Elevator Co., of Buffalo, defendant, the arbitration com'te No. 1 of the Grain Dealers National Ass'n, composed of C. E. Niswonger, Geo. P. Bissell and J. R. Murrell, Jr., on Mar. 28 awarded plaintiff \$787.50 on account of defendant's refusal to accept five cars of oats that were not loaded in the time specified in the contract.

Loading the same week was specified; but the oats were not loaded until the following week.

Plaintiffs had printed in the contract the following clause, "Should shipment not be made within the time specified we are to have the right to make shipment thereafter until you give us notice to the contrary." The arbitration com'te held that this clause "permitted the plaintiff to make the shipment on Aug. 14 (instead of by Aug. 11) in the absence of cancellation by defendant."

Exports of Grain Weekly.

| | Wheat | | Corn | | Oats | |
|---------------------------|----------------|-------------|------------|------------|-------------|-------------|
| | 1916-7. | 1915-6. | 1916-7. | 1915-6. | 1916-7. | 1915-6. |
| July 1 to June 30... | 281,130,000 | 359,355,000 | 51,662,000 | 86,620,879 | 119,166,000 | 113,876,000 |
| | 1917-8. | 1916-7. | 1917-8. | 1916-7. | 1917-8. | 1916-7. |
| Tot. July 1 to Dec. 29... | 29,901,070,000 | 153,967,000 | 11,239,000 | 22,912,000 | 76,409,000 | 61,410,000 |
| Jan. 5..... | 2,191,000 | 6,064,000 | 177,000 | 580,000 | 1,966,000 | 1,492,000 |
| Jan. 12..... | 1,805,000 | 4,930,000 | 1,000 | 1,771,000 | 2,134,000 | 1,656,000 |
| Jan. 19..... | 2,109,000 | 4,891,000 | 175,000 | 1,091,000 | 1,728,000 | 3,222,000 |
| Jan. 26..... | 1,683,000 | 5,383,000 | 37,000 | 1,556,000 | 795,000 | 1,838,000 |
| Feb. 2..... | 1,568,000 | 5,511,000 | 10,000 | 881,000 | 1,708,000 | 1,960,000 |
| Feb. 9..... | 1,637,000 | 4,375,000 | 514,000 | 1,343,000 | 1,605,000 | 1,334,000 |
| Feb. 16..... | 950,000 | 4,753,000 | 353,000 | 1,712,000 | 1,350,000 | 2,705,000 |
| Feb. 23..... | 675,000 | 4,122,000 | 108,000 | 1,321,000 | 1,449,000 | 1,779,000 |
| Mar. 2..... | 1,222,000 | 4,703,000 | 93,000 | 1,500,000 | 1,812,000 | 2,661,000 |
| Mar. 9..... | 1,172,000 | 4,679,000 | | 1,540,000 | 968,000 | 2,917,000 |
| Mar. 16..... | 884,000 | 3,538,000 | 891,000 | 1,934,000 | 1,706,000 | 1,615,000 |
| Mar. 23..... | 855,000 | 4,387,000 | 1,036,000 | 1,602,000 | 2,410,000 | 1,839,000 |
| Mar. 30..... | 1,157,000 | 2,803,000 | 1,421,000 | 1,727,000 | 1,309,000 | 711,000 |
| Apr. 6..... | 1,251,000 | 2,941,000 | 1,218,000 | 1,480,000 | 1,059,000 | 2,880,000 |
| Apr. 13..... | 904,000 | 4,150,000 | 2,109,000 | 1,300,000 | 3,364,000 | 2,552,000 |
| Apr. 20..... | 910,000 | 5,387,000 | 547,000 | 971,000 | 3,327,000 | 2,323,000 |
| Total | 110,580,000 | 226,564,000 | 19,989,000 | 45,221,000 | 105,099,000 | 94,924,000 |

War Affecting the Grain Trade.

REFUSAL to sell wheat at \$2.75 a bu., brought an order for the seizure of 7,000 bus. held by Patrick Walch, at Austin, Nev.

UKRAINE GRAIN will not give Germany relief from existing food conditions this year, declared Privy Councillor von Eyern.

FARMERS generally dislike price fixing and government grades on wheat on present basis of discount.—F. A. Monroe, Brown Valley, Minn.

MINNESOTA farmers now hold 15,000,000 bus. of wheat, according to estimate made by A. D. Wilson, state food administrator. This will all be marketed not later than May 15.

CHARGED with inflating wheat costs the Ismert-Hincke Milling Co., of Kansas City, Mo., may have its license revoked by the Food Administration, as recommended by Commissioner Murdock of the Federal Trade Commission.

UNDER prescribed condition, says a recent dispatch, Germany is disposed to grant safe conduct to ships carrying American goods, especially grain, for Switzerland, to be landed at harbors outside the blockaded zone.

LIETMENTS have been returned against Nels Merriman, Axtell, Neb., and Louis Fellwock, Beatrice, Neb., charging them with withholding wheat. Merriman is said to have held 25,000 bus., 1,250 bus. of which was allowed to go to ruin.

WHITE BREAD is reported to be served in Vancouver, B. C., and other parts of the Canadian West, in all public eating places. Bread made of substitutes is furnished only on request, the condition being attributed to the higher cost of the substitutes.

GRAIN, 3,000,000 bus. of it, is to be dispatched to the Belgians, and a part will be sent to that part of the country now occupied by the Germans. Food shipments to the civilian population of other allied countries will be suspended for ten days while this delivery is being made.

HEAVY ARRIVALS of Australian wheat in America are called for by the Food Administration's program. The quality to be received, May 1 to Sept. 1 is 1,665,000 bus. monthly. Negotiations for Norwegian and Japanese tonnage to move the wheat are said to have been virtually completed.

STATEMENT of old grain contracts now open has been requested by George S. Jackson, in charge of Zone No. 1 of the Food Administration, and is addressed to grain men of Baltimore, Md. This will be used to check against similar data secured from western shippers and an effort made to have the contracts filled.

REPRESENTATIVE STERLING, of Illinois, declared during the debate on wheat prices, that the government could fix the price of wheat, but never could fix its value, adding: The worth of wheat is governed by the law of supply and demand. If we fix the price too low wheat will disappear. The only time the government is justified in interfering with prices of supplies is when monopoly sets in.

IMMEDIATE DISPATCH of two shiploads of grain to Holland has been authorized by the War Board. A third steamer will be permitted to proceed from a southern port of the United States to Argentina to load grain for Holland. These three carriers will aggregate 14,000 tons and will proceed in the same way as though the shipping agreement with Holland had

been concluded before her vessels were seized.

FAILURE to fill contracts caused the Food Administration to revoke the license of the Hyatt Grain Co., Waelder, Tex., to deal in cotton seed, rice, feeds and grains, the revocation becoming effective April 20. Numerous complaints brought about an investigation and the grain company was given opportunity to make good its irregularities, but failed to do so. Failure to answer a subsequent summons caused the license to be revoked.

FLOUR MILLERS now are required to report on profits made. A questionnaire sent out by Alfred Brandeis, when filled in and returned, will show whether maximum profits have exceeded 25c per barrel. In the event profits have been greater flour millers may be required to sell their product from the new crop at a reduction in price until the excess has been liquidated. Mr. Brandeis is assisted in the enforcement division by C. M. Bullitt, president of the Henderson Elevator Co., Henderson, Ky.

A TELEGRAM from James F. Bell, chairman of the milling division of the Food Administration to the Millers' National Federation stated: It is our sincere hope that the realization of an adequate wheat crop will permit the elimination of many of the irksome features of control which have heretofore been required in the public interest. In any event the Milling Division is hopeful of perfecting a plan for next season's operation which will, as nearly as possible, restore normal conditions as far as this can be accomplished without detriment to the supreme object which all of us have first in mind, the welfare of our country's cause.

ENDORING the amendment for higher prices for wheat, John A. Simpson, president of the Farmers' Union of Oklahoma, pres. of the State President's Ass'n of Farmers' Union and sec'y of the Wheat Growers' League, wrote Senator Gore as follows: I have been in many conventions of farmers since the price was fixed on wheat and in every one of them we have condemned the \$2.20 price and have asked for revision upward until wheat was in line with other prices. I know the farmers of this nation do not recognize the agriculture advisory com'te as representing them at all, and I know that organized farmers were not consulted in the selection of these men. We were allotted about four of the twenty-four members in making up the com'te. We endorse the Gore amendment and hope it will become law.

OUTSIDE of a small section of Montana and Western North Dakota, where there was a crop failure and light supplies, not a single order was issued by the Grain Corporation to retain wheat in country elevators; and there is today not a single order on a country elevator outside of that small section, to retain its wheat; but, in recognition of the very urgent need of moving perishable corn, the Grain Corporation has in a measure stood aside in favor of the corn movement, and not insisted on the shipment of wheat, although it did not direct its retention. It did this in order to serve the terminal driers with grain which they could preserve, and in order to allow the country dealer to handle perishable grain and grain which was not stabilized (and carried thereby an additional risk), even though we sacrificed something of our urgent mill needs wheat.—Julius H. Barnes, pres. Food Administration Grain Corporation.

D. M. Irwin New Pres. of Buffalo Exchange.

Dudley M. Irwin, long a popular member of the Buffalo grain trade, has been honored with election to the office of pres. of the Corn Exchange, a position he is qualified to fill to the best interests of that market.

Mr. Irwin, whose portrait is reproduced herewith, long has been engaged in the barley trade under his own name, and now has enlarged his business to include all grains and opened a New York office.

MEATLESS days have not conserved the food supply, declared Joseph P. Cotton, head of the Food Administration meat division, when testifying before the agricultural com'te.

Sabbath School Teacher—Who was it that commanded the sun to stand still?

Skinny Simpson—McAdoo or Herb Hoover, ma'am, and I ain't right sure which.—Kansas City Star.

CORN OIL as a by-product is being manufactured by the Patent Cereals Co., of Geneva, N. Y., and a tank car of it was shipped recently. It is used as a substitute for cottonseed and olive oil.

MILLERS' NATIONAL FEDERATION has elected officers as follows to serve the ensuing year: E. M. Kelly, Nashville, Tenn., pres.; A. L. Goetzmann, LaCrosse, Wis., vice pres.; A. P. Husband, Chicago, sec'y; Frank B. Rice, Chicago, treas.; F. H. Price, New York, export agent; Fred F. Reed and Edward S. Reed, Chicago, official counsel.



Dudley M. Irwin, Buffalo, N. Y.
Pres. Corn Exchange.

New Federal Wheat and Corn Grades

Effective July 15, D. F. Houston, sec'y of the U. S. Dept. of Agriculture, on Apr. 13 approved the new grades for wheat.

The new grades permit about one-half of one per cent more moisture, and are slightly eased up in other respects. A pound or two per bushel has been taken off the test weight requirement on most of the grades. A greater admixture of wheat of other classes is permissible in grades 1, 2 and 3. A tabulation and abridgment of the new grade requirements prepared by the Department of Agriculture is given herewith.

As the Food Administration Grain Corporation is buying wheat by grade only, one effect of the new grades is to require the government to pay a higher price for the same wheat after July 15.

The old grades were published in full in the Journal Apr. 10, 1917, pages 574, 575, 576 and 577.

New Federal Wheat Grades.

Section 1. Wheat.—Any grain which, when free from dockage, contains more than ten per centum of grain of a kind or kinds other than wheat shall not be classified as wheat. The term "wheat" in these standards shall not include emmer, spelt, and einkorn.

Sec. 2. Basis of determinations.—Each determination of dockage, moisture, temperature, odor, onions, garlic, and live weevils or other insects injurious to stored grain shall be upon the basis of the grain including dockage. All other determinations shall be upon the basis of the grain when free from dockage.

Sec. 3. Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Sec. 4. Percentage of moisture in wheat shall be that ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, or ascertained by any device and method giving equivalent results.

Sec. 5. Test weight per bushel shall be the weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Sec. 6. Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat, and any other foreign material, which can be removed readily from the wheat by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign material present; also undeveloped, shriveled, and small pieces of wheat kernels removed in properly separating the foreign material, and which cannot be recovered by properly rescreening or recleaning. The quantity of dockage shall be calculated in terms of percentage based on the total weight of the grain including the dockage. The percentage of dockage so calculated, when equal to one per centum or more, shall be stated in terms of whole per centum; and when less than one per centum shall not be stated. A fraction of a per centum shall be disregarded. The percentage of dockage so determined and stated, shall be added to the grade designation.

Sec. 7. Foreign material other than dockage shall include all matter other than wheat which is not separated from the wheat in the proper determination of dockage, except as provided in the case of smutty wheat.

Sec. 8. Cereal grains shall include rye, barley, emmer, spelt, einkorn, corn, grain sorghums, oats, and rice, only, and shall not include buckwheat, flaxseed, and wild oats.

Sec. 9. Heat damaged kernels shall be kernels and pieces of kernels of wheat which have been distinctly discolored by external heat or as a result of heating caused by fermentation.

Sec. 10. Treated wheat shall be wheat of which more than ten per centum has been scoured, limed, washed, or treated in any similar manner.

Sec. 11. Garlicy wheat shall be all wheat which has an unmistakable odor of garlic or wild onions, or which contains garlic or wild onion bulblets in a quantity equal to one or more bulblets in one thousand grams of wheat.

Sec. 12. Smutty wheat shall be all wheat which has an unmistakable odor of smut, or which contains spores, balls, or portions of balls, of smut, in excess of a quantity equal to two balls of average size in fifty grams of wheat.

Classes and Subclasses.

Sec. 13. Classes and subclasses.—Wheat shall be divided into six classes and subclasses as follows:

CLASS I.—HARD RED SPRING.—This class shall include all varieties of hard red spring wheat, and may include not more than ten per centum of other wheat or wheats. This class shall be divided into three subclasses as follows:

Dark Northern Spring shall include wheat

of the class Hard Red Spring consisting of seventy-five per centum or more of dark, hard, and vitreous kernels. This subclass shall not include more than ten per centum of wheat of the variety Humpback.

Northern Spring shall include wheat of the class Hard Red Spring consisting of less than seventy-five per centum and more than twenty-five per centum of dark, hard, and vitreous kernels. This subclass shall not include more than ten per centum of wheat of the variety Humpback.

Red Spring shall include wheat of the class Hard Red Spring consisting of not more than twenty-five per centum of dark, hard and vitreous kernels. This subclass shall also include wheat of the class Hard Red Spring consisting of more than ten per centum of the variety Humpback.

CLASS II.—DURUM.—This class shall include all varieties of durum wheat, and may include not more than ten per centum of other wheat or wheats. This class shall be divided into three subclasses as follows:

Amber Durum shall include wheat of the class Durum consisting of seventy-five per centum or more of hard and vitreous kernels of amber color. This subclass shall not include more than ten per centum of wheat of the variety Red Durum.

Durum shall include wheat of the class Durum consisting of less than seventy-five per centum of hard and vitreous kernels of amber color. This subclass shall not include more than ten per centum of wheat of the variety Red Durum.

Red Durum shall include wheat of the class Durum consisting of more than ten per centum of the variety Red Durum.

CLASS III.—HARD RED WINTER.—This class shall include all varieties of hard red winter wheat, and may include not more than ten per centum of other wheat or wheats. This class shall be divided into three subclasses as follows:

Dark Hard Winter shall include wheat of the class Hard Red Winter consisting of eighty per centum or more of dark, hard, and vitreous kernels.

Hard Winter shall include wheat of the class Hard Red Winter consisting of less than eighty per centum and more than twenty-five per centum of dark, hard, and vitreous kernels.

Yellow Hard Winter shall include wheat of the class Hard Red Winter consisting of not more than twenty-five per centum of dark, hard, and vitreous kernels.

CLASS IV.—SOFT RED WINTER.—This class shall include all varieties of soft red winter wheat, also red club and red hybrid wheats of the Pacific Northwest, and may include not more than ten per centum of other wheat or wheats. This class shall be divided into two subclasses as follows:

Red Winter shall include wheat of the class Soft Red Winter consisting of both light and dark colored kernels. This subclass shall not include more than ten per centum, either singly or in any combination, of Red Russian, red clubs, red hybrids, and other soft red winter wheats possessing the characteristics of those varieties

Grade Requirements.

| Minimum limits of— | | | | | Maximum limits of— | | | | | Wheats of other classes. | |
|-------------------------|-------------------------|---|---------------------|------------------------------------|--|--------|------------------|--------|--------------------------------------|--------------------------|--|
| Test weight per bushel— | | | | | Moisture— | | Damaged kernels. | | Foreign material other than dockage. | | |
| Grade No. | Class, Hard Red Spring. | Classes, Durum, Hard Red Winter, Common White, White Club, and Subclass Red Winter. | Subclass Red Walla. | Classes Hard Red Spring and Durum. | Classes Hard Red Winter, Soft Red Winter, Common White and White Club. | Total. | Heat damaged. | Total. | Matter other than cereal. | Total. | |
| | | Lbs. | | % | % | | | | | | |
| 1 | 58 | 60 | 58 | 14.0 | 13.5 | 2 | 0.1 | 1.0 | 0.5 | 5 | |
| 2 | 57 | 58 | 56 | 14.5 | 14.0 | 4 | 0.2 | 2.0 | 1.0 | 10 | |
| 3 | 55 | 56 | 54 | 15.0 | 14.5 | 7 | 0.5 | 3.0 | 2.0 | 10 | |
| 4 | 53 | 54 | 52 | 16.0 | 15.5 | 10 | 1.0 | 5.0 | 3.0 | 10 | |
| 5 | 50 | 51 | 49 | 16.0 | 15.5 | 15 | 3.0 | 7.0 | 5.0 | 10 | |
| *Sample. | | | | | | | | | | | |

*Sample Grade.—Shall be wheat of the appropriate subclass which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is very sour, or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

(1) The wheat in grade No. 1 shall be bright.

(2) The wheat in grades Nos. 1 to 4, inclusive, shall be cool and sweet.

(3) The wheat in grade No. 5 shall be cool, but may be musty or slightly sour.

(4) The wheat in grade No. 1 Dark Northern Spring and No. 1 Northern Spring may contain not more than 5 per centum of the hard red spring wheat variety Humpback.

(5) The wheat in grade No. 1 Amber Durum and grade No. 1 Durum, may contain not more than 5 per centum of the durum wheat variety Red Durum.

(6) For each of the subclasses of the class Durum, grade No. 1 and grade No. 2, may contain not more than 2 per centum and 5 per centum, respectively, of soft

red winter, common white, and white club wheat, either singly or in any combination.

(7) For each of the subclasses of the classes Hard Red Spring and Hard Red Winter, grade No. 1 and grade No. 2, may contain not more than 2 per centum and 5 per centum, respectively, of durum, common white, and white club wheat, either singly or in any combination.

(8) For each of the subclasses of the classes Soft Red Winter, Common White, and White Club, grade No. 1 and grade No. 2, may contain not more than 2 per centum and 3 per centum, respectively, of durum wheat.

as grown west of the Great Plains area of the United States.

Red Walla shall include wheat of the class Soft Red Winter consisting of more than ten per centum, either singly or in any combination, of Red Russian, red clubs, red hybrids, and other soft red winter wheats possessing the characteristics of those varieties as grown west of the Great Plains area of the United States.

CLASS V.—COMMON WHITE.—This class shall include all varieties, except Sonora, of common white wheat, whether winter or spring grown, and may include not more than ten per centum of other wheat or wheats. This class shall be divided into two subclasses as follows:

Hard White shall include wheat of the class Common White consisting of seventy-five per centum or more of hard (not soft and chalky) kernels.

Soft White shall include wheat of the class Common White consisting of less than seventy-five per centum of hard (not soft and chalky) kernels.

CLASS VI.—WHITE CLUB.—This class shall include all varieties and hybrids of white club wheat and the common white wheat known as Sonora, and may include not more than ten per centum of other wheat or wheats.

MIXED WHEAT.

Sec. 14. **Mixed wheat.**—Mixed wheat shall be any mixture of wheat not provided for in the classes from I to VI, inclusive, defined in section 13.

[Secs. 15 to 20 are tabulated herewith.]

MIXED WHEAT.

Sec. 21. Mixed wheat shall be graded according to each of the grade requirements common to all of the subclasses of the class of the wheat which predominates over each other class in the mixture, except that (1) all of the grade requirements in any subclass as to the maximum percentage of other wheat or other varieties of wheat shall be disregarded, and (2) when soft red winter wheat so predominates, the grade requirements as to test weight per bushel shall be those of the subclass Red Winter. The grade designation of mixed wheat shall include, successively, in the order named, the number of the grade or the words "Sample Grade," as the case may be, the word "Mixed," and, in the order of its predominance, the name and approximate percentage of each class of wheat which constitutes ten per centum or more of the mixture, but if only one class exceeds ten per centum of the mixture, the name and approximate percentage of that class shall be added to the grade designation followed by the name and approximate percentage of at least one other class.

TREATED WHEAT.

Sec. 22. Treated wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not treated, and there shall be added to, and made a part of, its grade designation a statement indicating the kind of treatment.

GARLICKY WHEAT.

Sec. 23. Garlicky wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not garlicky, and there shall be added to, and made a part of, its grade designation the word "Garlicky."

SMUTTY WHEAT.

Sec. 24. Smutty wheat shall be graded and designated according to the method described either in paragraph (a) or paragraph (b) of this section.

(a) Before the determination of smut dockage as provided in this paragraph, the wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except that smut balls shall not be considered as foreign material other than dockage. The loss in weight caused by the removal of smut from the wheat shall be ascertained by scouring, washing, or otherwise, and shall be calculated in terms of percentage based on the total weight of the grain free from dockage. The percentage so calculated shall be stated in terms of whole per centum and half per centum. A fraction of a per centum when equal to, or greater than, a half, shall be treated as a half, and when less than a half shall be disregarded. The percentage of the "smut dockage," so calculated and stated, shall be added to the grade designation preceding the statement of dockage, if any.

(b) Smutty wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except that (1) smut balls shall not be considered as

foreign material other than dockage, and (2) when the amount of smut present is so great that any one or more of the grade requirements of the grades from No. 1 to No. 5, inclusive, can not be applied accurately, the wheat shall be classified as Sample Grade. For all grades there shall be added to and made a part of the grade designation, preceding the statement of dockage, if any, the word "smutty."

New Federal Corn Grades.

Superseding the grades for shelled corn that have been in effect since Dec. 1, 1916, the United States Department of Agriculture has announced new grades effective July 15, 1918.

The changes made by the new rules are the addition of test weight per bushel to the grade requirements, and allowance of heat damaged and mahogany kernels in grades 2 and 3.

The new rule also provides that "each determination of color, damage, and heat damage shall be upon the basis of the grain after the removal of foreign material and cracked corn as provided in section 6. All other determinations shall be upon the basis of the grain including such foreign material and cracked corn."

The heat damage permissible is 0.1% in No. 2 and 0.3% in No. 3.

The test weights are, No. 1, 55; No. 2, 53; No. 3, 51; No. 4, 49; No. 5, 47; and No. 6, 44 lbs. per bushel.

CORN GRADE REQUIREMENTS.

| Grade No. | Moisture. | Foreign material and cracked corn | Total. | | Heat damage | Test weight. |
|-----------|-----------|-----------------------------------|--------|------------------|-------------|--------------|
| | | | % | Damaged kernels. | | |
| | % | % | % | % | Lbs. | |
| 1..... | 14.0 | 3 | 2 | .0 | 55 | |
| 2..... | 15.5 | 3 | 4 | 0.1 | 53 | |
| 3..... | 17.5 | 4 | 6 | 0.3 | 51 | |
| 4..... | 19.5 | 5 | 8 | 0.5 | 49 | |
| 5..... | 21.5 | 6 | 10 | 1.0 | 47 | |
| 6..... | 23.0 | 7 | 15 | 3.0 | 44 | |

*Sample.

*Sample Grade.—Shall be white corn, or yellow corn, or mixed corn, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 6, inclusive, or which has any commercially objectionable foreign odor, or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality.

(1) The corn in grades Nos. 1 to 5, inclusive, shall be cool and sweet.

(2) The corn in grade No. 6 shall be cool but may be musty or sour.

RADICAL CHANGES in wheat grades are opposed by the Millers' National Federation. At the annual meeting in Chicago April 12 it was the unanimous conclusion that, rather than change the present federal wheat grade definitions, it would be preferable to accept No. 2 northern, No. 2 hard winter, No. 2 white winter, No. 2 red winter and No. 2 durum as the basic grades, with proper premiums for grades over and proper discounts for grades under the above grades. The members characterized the proposed changes as the practical abolition of reasonable wheat grading.

COTTON PRICES have dropped during the past ten days from 34 to around 26 cents per pound on the introduction of a bill fixing the price at 20 cents. Similar legislation had been in prospect for some months past, but was dismissed as not likely to be enacted, until the defeat of the bill advancing the price of wheat to \$2.50 in the House.

Radical Change in Wheat Control?

The Federal Trade Commission in a report to the President Apr. 18 recommends a radical change from the present control of the wheat trade.

The Commission states that "the present regulation of flour millers' profits at a fixed margin above cost has the inherent weakness of not encouraging efficiency in production and of affording unpatriotic millers temptation to dishonesty in cost accounting, difficult to detect or prevent. While the actual profit which millers will make during the present crop year cannot be finally determined until the end of the period, it appears from the information in the hands of the Federal Trade Commission that the regulations have reduced the profits of most mills below those made during the year 1916-17, which were 31 per cent on the investment."

It is the opinion of the Federal Trade Commission that "maximum prices of flour might be established, which would cover the cost of wheat and all manufacturing, selling and general expenses, and in addition would give the miller a reasonable profit. The standardization of flour by the Food Administration renders the plan of fixing flour prices much easier of accomplishment than heretofore. Maximum prices for different sections of the country would, of course, recognize differences in the cost of wheat and also in the other costs of large and small mills. This would make it profitable to the millers to operate more efficiently and keep costs down."

The effect upon the grain trade if this suggestion was carried out to its logical conclusion would be a complete reversal, as wheat control would be unnecessary and the government could retire from the grain storage, mixing, cleaning and commission business which is absorbing a disproportionate share of the Food Administration's attention.

Grain Elevator Is Not a Soda Water Fountain.

The St. Louis Beverage Co. was surprised one hot day in August to get a request by wire for quotation on a carload of "Amber Bead," from an unknown signing himself "Planters Grain Elevator, Mule & Feed Co.," Caruthersville, Mo.

This was followed by an order for a carload, signed by the same company name, W. N. Sloan, per J. P. Sloan, from Memphis, Tenn., and the beverage company calling by 'phone from St. Louis for the general manager at Caruthersville was placed in touch with W. N. Sloan, with whom he talked on the price of 105 cases. The mule and feed company's commercial agency rating having been found satisfactory the carload was shipped to Memphis.

J. P. Sloan was conducting a soft drink business at Memphis and his brother, W. N. Sloan, was general manager of the grain department of the mule and feed company; none of the other officers of which knew anything about the order for "Amber Bead" until 10 days later, when its president wrote repudiating the order. The "Amber Bead" was never paid for and no one knows what became of it. Certainly the mules never drank it.

Judge Bradley ruled against the beverage company in its suit to recover the price of the mule and feed company, holding that "plaintiff knew that defendant was conducting a mule and feed business and knowing this must have known that an order of a carload of soft drinks would not likely be a remote necessity in the conduct of that business."

Iowa Dealers Protest Against Superfluous Reports

The annual meeting of the Western Grain Dealers Ass'n, held at Ft. Dodge, Ia., Apr. 18-19, was called to order in the first session by Pres. S. W. Wilder, Cedar Rapids, at 1:30 p. m. Thursday with an attendance which comfortably filled the Commercial Club Rooms in the Wakhonsa Hotel.

Pres. Wilder introduced R. O. Green, sec'y of the Ft. Dodge Commercial Club, who welcomed the dealers on behalf of his organization and of the people of Ft. Dodge.

The response by Pres. Wilder carried with it his annual address as president of the Ass'n. Mr. Wilder said:

President's Annual Address.

There is but one question for this convention to consider. There are many phases of it, and it may be divided and subdivided, but still there is but one question and that is: How can we, either individually or collectively, render the most efficient service in helping to win the war?

Our responsibility to the nation is to render the very best service of which we are capable, and until the war is won everything must be considered from that standpoint. All things personal must be subordinated. Whether one shipper, or one locality has some advantage over some other shipper or locality may be of some importance but there is neither time nor disposition to consider it.

The important thing is for each one to fight. Fight with the things that are available and give the best account of himself that he can. This war is the biggest thing that has ever been undertaken in the history of the world. We are fighting the most hellish enemy the world has ever known. The greatest ambition any of us can possibly have is to have a part in it and to make the most of our abilities. To be the biggest possible asset to our government in the winning of the war, and be sure we are an asset and not a liability.

If we can go home with a clearer and more definite understanding of how we can do this then this meeting will have been a decided success.

The grain trade, including the country grain shippers, and the terminal market buyers and distributors, thru years of practice and the investment of millions of dollars in elevators and facilities for the convenient and economical handling and distribution of the grain products of the farm have built up an organization the value and merit of which accrue to both the producer and the consumer. No other line of business is conducted more economically and expeditiously. The high purposes of organization—justice, equity and square dealing—have never been more fully attained by any body than by the grain dealers, and every one of them have pledged and are ready and willing to follow to the letter the Food Administration's every request and to co-operate to the fullest extent.

Changes Have Lowered Efficiency: There has been much said and written about hoarding and speculating since the advent of high prices that was largely based on false ideas and a lack of knowledge of marketing methods and a lack of appreciation of the difficulties encountered and the functions performed by the middle men. This has influenced public sentiment and together with the necessities brought about by the war has changed conditions and revolutionized the grain business until it has lowered our efficiency. If we are of value to our government at this time in the distribution of grain, our value lies in our efficiency, and it is therefore our duty to make suggestions and work for that high standard which we previously attained.

It has been very popular to criticize anybody and everybody, and especially those connected in any way with food products. Criticism is well and good when it is made by those competent and familiar enough with the subject to make it judicially and constructively. On the other hand criticism by those with little or no knowledge of the subject is often injurious. This is es-

pecially true when the criticism is given wide publicity. Newspapers often print editorials written by men paid for their art of writing, but who are not familiar enough with the subject to be competent critics. These editorials have their influence on public sentiment, and public sentiment is a tremendous power.

The Way to Efficiency: I believe the way to efficiency is for each one to saw wood, on his own sawbuck, and not pay too much attention to what the other fellow is doing, but concentrate on his own work. Let the banker do the banking, the farmer the farming, the miller the milling, the manufacturer the manufacturing and so on. It is reasonable to believe that the men engaged in their respective vocations are the most competent to offer suggestions and effect the changes necessary to meet the war conditions. Those assembled here today are practical grain men. Versed in all the ins and outs of the grain business and competent to make suggestions regarding that business. Criticism of things being done or plans contemplated regarding your own business is constructive and I believe will be accepted as such.

The experiences this year will demonstrate, if it has not already been demonstrated, the benefits derived by the consumer and the public in general of storing grain in elevators and having it partly distributed and available for further distribution when and where it is needed.

The transportation problem of the country is a serious matter and I believe the economic principle upon which the grain business was formerly done was not only efficient and true, but that its aid to transportation and distribution has been under estimated. If the grain is kept in the farmers' hands until it is needed it is almost impossible to get it and transport it and make distribution satisfactorily. Some localities are forced thereby to go without grain or bid against each other for the small supply, causing wide variations in prices.

This year we have had an abundance of grain in the west. It was kept on the farms much longer than usual, and finally was a source of a great deal of worry because cars were not available to move it all at once. This is not only impossible now, but was impossible in the best days of the railroads. The elevators in the Western Grain Dealers Ass'n territory have a storage capacity of approximately one hundred million bus. of grain. It seems to me that it is a grave error not to encourage the filling up of the elevators and the use of the storage and begin to move the crop early and keep it moving as fast as cars are available instead of holding it back on the farm.

I believe the ruling preventing the making of contracts for more than 60 days in coarse grains is a detriment and is partly responsible for the lack of accumulation of grain in market centers as it deprives both the elevator men and the consumer of the necessary hedge that they have always relied upon and must have in some form.

E. C. Eikenberry, pres. of the Grain Dealers National Ass'n, spoke on "The Grain Trade Under War Conditions," saying:

The Grain Trade Under War Conditions.

One year ago yesterday I met with this Ass'n at the state capital. In the time which has elapsed conditions have changed, our lives have changed, things in our minds are different, and we approach the consideration of questions from a different angle. At that time we had just entered the war and we were making a great noise about it, not realizing the immensity of the task ahead of us; now we are sobered and there will not be a speech, committee report or motion made here today that will not in some way have to do with the war.

The change in our national policy which came with the declaration of war meant a change in the grain trade, in that it showed us how important we and our work are to the successful prosecution of the war, and we early saw we were intimately to be concerned. It was seen the wheat supply was short, and that something must be

done to make supplies sufficient, and a program of food control was laid out by the administration. There was no chance for the producing and distributing public to dictate the terms of the program, and the interest that went to Washington and attempted to deflect the measure while it was pending stood in great danger of losing caste and of losing its future chance to receive consideration. The government does not come to the individual, but the individual must go to the government, and prior to the war we went to Congress to request that it do or not do certain things. When we went up against the stone wall of war conditions we found that we could no longer do as we had done in the past. We found that we must bend ourselves to the necessities of the times, and that it is neither necessary nor desirable that we retain all our pre-war rights.

We asked that the physical part of the grain handling machinery be kept in use, and, as far as possible, made remunerative to its owners. We showed that we thought the government might well think twice before discarding this machinery, and we have neither been all successful nor largely unsuccessful. It has not been and is not now the policy of the Food Administration to handle the problem in a manner such as to eliminate the physical facilities.

Every mushroom organization like the Food Administration is sure to hinder before it helps, and they had to hinder us before they could help us. We objected but we found we were up against the greatest military necessity of the age. I believe the discipline has been a discipline that we needed, and we are at a point where we can take advantage of a situation that I trust is developing wherein the Food Administration will take us into service in co-operating with it more freely.

The Food Administration asked the grain exchanges to get together and formulate a plan so that corn futures might be opened. They responded quickly, and experienced grain men worked out the problem, and at the same time the government gave over to the trade the responsibility for results. The Food Administration did not do this because it had made a failure and the statement often made to that effect is not true. Things had simply come to a place where the Food Administration could do what it had long wanted to do. The corn plan is working out admirably and the thing we can ask is to be allowed to run our business ourselves, always being guided and restricted by reasonable regulations.

Why not put the other problems of food control in connection with the grain trade on some plan whereby the trade handles the business, in a manner approved by the Food Administration, and by the trade upon its honor to render honest service? Our products are very important and we have a great big task in this war. We have been disciplined this past year, and the we still have the American Liberty spirit and are willing to fight for it the old license idea has been eliminated and we see our interests as our brothers' interests and see our duty more clearly. The government sees this and is ready to co-operate with us.

It is in my mind that we may be able to handle our business under co-operative restrictions as the Boards of Trade are handling corn. Restrictions are necessary as long as the war lasts. Therefore we cannot be entirely free from restrictions but we ask that we be permitted to work out our problems ourselves.

A great deal of talk of profiteering has been made, and many times it has been unjust, the term having been thrown around carelessly. I want to say to the trade that patriotism does not consist in laying down your profit. It is to be deplored that there is being formed in the public mind a fixed impression that while each demand for increased compensation for labor should be satisfied any demand for a similar increase in returns for the use of capital should be denied. Labor is sluggish if inadequately paid and refuses to produce unless wages are in proportion to the general level of commodity prices; this is recognized but we fail to accord that the same statement is equally true to capital.

Capital can live on itself, is necessarily active, must and will be employed regardless of adequacy of returns; this is the fallacy slowly forming, not necessarily, in the minds of the well informed, but in the minds of the rank and file who accept these opinions from sources that either wilfully ignore economic facts or with socialistic tendencies deny to capital the place and the rights to which it is entitled. Capital is responsive and is entitled to its wages, a surrender of its

rights means the stoppage of industrial development. What constitutes an unreasonable profit is yet undetermined, neither will it be determined. Labor asserts certain limits of compensation to be reasonable; capital less aggressive through failure to demand fails to secure its just compensation.

Every dollar invested in grain and grain handling facilities is entitled to a fair and just return of profit, and I believe under any system of regulation profits should only be limited as hazards are limited. President Wilson has spoken to the point: "By a just price, I mean a price which will sustain the industry considered in a high state of efficiency, provide a living for those who conduct it, enable them to pay good wages and make possible the expansion of their enterprise, which will from time to time become necessary as the stupendous undertaking of this great war develops."

To my mind this statement is so clear and comprehensive that it may be considered to have approximated an establishment of what constitutes a fair profit or a just price. Moreover it could not be more singularly pertinent should the industry in mind have been the grain business. We do not cry after unjust profit, neither do we desire more than the share to which the industry is entitled, yet it can only be maintained by its ability to secure fair returns for its operation and its maintenance is an industrial necessity and a patriotic duty, as it performs an essential service in an economic manner.

Cannot Operate on Patriotism: There are higher considerations than those of dollars and cents, every grain man knows this to be true; but this is a sordid world and we are reduced in this discussion to a consideration of the work-a-day motive power that makes the wheels of business go around. The grain trade is patriotic, its sacrifices substantiate this claim, but the sincerest patriotism in the heart of the owner will not for long operate his elevator, maintain it and continue its operation in a material world some of the practical needs of which are set forth in the foregoing words of the President himself.

We have to win this war, the grain trade is anxious to do its share, but it must not be shackled; it must be given free motion and not hampered at every turn. Unfetter the trade and give it a chance to demonstrate that it can and will adjust its operations to the changed conditions, and that the highest public good can only be served by the operation of the business unrestricted by external control, excepting only such control as is necessary to promote complete co-operation with the government, and I firmly believe its affairs would be so shaped and ordered by the needs of the hour that no other industry might lay claim to greater distinction.

Food Administration.

John J. Stream, 2nd vice-pres. of the Food Administration Grain Corporation, Washington, D. C., was scheduled to speak to the subject "A Heart to Heart Talk." Mr. Stream said:

The Food Administration.

The subject assigned to me, "A Heart to Heart Talk," implies something disagreeable, and I do not think any Iowa dealer has done anything to require such a talk. Therefore, I shall not keep close to my subject.

Under war conditions economic laws are imperative, and because foodstuffs are an imperative necessity the various nations have seen fit to take them under control. Food control is necessary in order that prices be stabilized, that there be proper distribution, and that there be conservation.

Accomplishments: I believe the Grain Corporation has been very successful. We had a theoretical surplus, available for export, of 50,000,000 bus. from last year's crop. We have, under control and conservation, already exported about 100,000,000 bus. and expect by July 1 to send 50,000,000 bus. more, thus making about 3 times as much furnished to our allies and to neutrals as seemed possible to furnish at the beginning. And we have taken care of our own people, requesting the use of more substitutes.

In coarse grains the first problem that confronted me was transportation. I told Mr. Hoover in November that the best regulator of prices is proper distribution; and the problem with us is, essentially, that of distribution. I devoted 3 months to trying to impress on the Railroad Administration the importance of moving coarse grains and placing quantities in proper places to fill ships for our allies. Only 50% of the corn north of the Ohio

River was fully matured, and I showed Mr. Hoover the necessity of moving this soft corn in the proper season.

I think my first official act was to place an embargo on corn moving east of Chicago, and I contended that unless cars could be kept in the West and the grain moved we would in the end lose more thru spoilage than conservation would save. Pressure from some quarters caused the lifting of the embargo after a few days and it afforded no relief. I took the matter up with the railroad officials. Mr. Gray agreed with me as to the need but he did not like the word embargo, so prohibitive measures were put into effect and country shippers moved 67,000,000 bus. of corn into terminal markets as against 28,000,000 bus. in the same period the previous year.

When Mr. McAdoo asked Mr. Hoover where he wanted cars for moving grain they did not think what we said was true, but the first request which we placed with the Railroad Administration called for 30,000 cars; and we have been placing requests twice each week since and at no time have there been less than 30,000 cars wanted by country shippers.

In my mind the big problem for you and for the Food Administration is still that of transportation, and it is going to be a big problem. I want to ask you to lend assistance in the problem. Until the railroads let up hauling non-essentials we are going to have trouble in winning the war. Impress on the people who are in power the importance of this matter, for we do not want to go into another fall, winter and spring handicapped as we were last year.

It is the aim of the Food Administration to eliminate speculation in foodstuffs. A check to rampant speculation is necessary; prices should be regulated and kept within reach because to have prices advanced to abnormal levels would mean more difficulty in carrying on the war. Every dollar which the nations are compelled to pay for war supplies tends to make the burden more difficult, and every burden lessens our chances of winning the war.

You can assist by keeping the grain moving. It is a common practice for owners of grain to fill bins and to hold for a certain price. That creates an abnormal shortage and that has been our trouble this year, altho this year it has been created by the inability of the railroads to move it.

Food should move in as direct a route as practicable between producer and consumer, unnecessary dealers being eliminated.

A further object of the Food Administration is to eliminate as far as practicable contracts for future delivery and trading in futures. That is, the 60-day supply rule, and you may not have 60 days' supply and keep the bin locked up, but you must keep things moving.

Profits Desirable: I want to impress on you that the Food Administration has no desire to curb your operations so you may not have a reasonable profit, but we have not determined what is a reasonable profit. I have in mind a Kansas dealer who purchased corn at a time when he did not know when he could get cars, and who paid for it at a price that he felt sure would make him safe. He was fortunate in getting cars at once, and upon shipping the grain to market was able to sell it for a profit of about 50c. Undoubtedly that was not a normal profit, but later he became conscience stricken and asked us about it. We told him to go ahead and to try and pay more for the next car. He was not holding for more money and was not violating the law. He was not subject to punishment.

I have explained also to Mr. Hoover that some dealers may have what appears to be an excessive profit with the shipping season not yet over, and that later losses may cause the remaining profit to be not unreasonable. So long as the dealer observes the rules and does the best he can he will not be punished, no matter what his profits are.

At the conclusion of his address Mr. Stream announced his willingness to answer any questions that might be asked of him and considerable time was devoted to the discussion, the important features of which follow:

M. McFarlin, Des Moines: Why is not grain in country elevators as readily available as that in terminal markets, if transportation facilities are sufficient?

Mr. Stream: In December I drafted an amendment to the regulations permitting country dealers to hold grain if they carry a hedge against it in the terminal market. The amendment is in the hands of the law dept., and if it is approved it will permit the country dealer to hold grain as long as he wants to, so long as he has it hedged.

A. P. Harrington, Minneapolis: Are individuals permitted to deal in corn futures, or is it restricted to grain dealers.

Mr. Stream: The market is open.

Q.—I bought January corn, and wanted the actual grain delivered. Why shouldn't they deliver it when I wanted it?

Mr. Stream: Maximum prices were established at the request of the Food Administration to eliminate speculation. If the corn crop had matured according to its early promise much of the trouble would have been avoided. If the rules of the exchange where you bot January corn provide that contracts could be settled under the maximum price it was part of the contract and had to be abided by.

Q.—Is there a limit to profits on mill feeds?

Mr. Stream: On wheat feeds only. We have had conferences with the feeding-stuffs trades and have adopted maximum profits for bran and middlings, the profits being fixed for each class of dealers. It has been found in the Southwest that the rates are too high and they were changed in conformity with the findings of local food administrators. We could not convince the sponsors of the southwestern rates they were wrong, and that the eastern schedule was correct. We will have a conference in Kansas City Monday and hope to harmonize the schedule to fit the actual needs of the trade. Margins now are fixed in territory east of the Mississippi River, and on Monday we hope to fix a schedule for territory west of it.

We are going to ask the corn and oats millers to fix a differential for their products and expect to have a meeting in Washington soon to take up the matter.



S. W. Wilder, Cedar Rapids, Ia.
Re-elected Pres.

Q.—The country grain trade is deluged with questionnaires from different dep'ts of the government. Could you explain the reason for this?

Mr. Stream: I can explain only those sent out by the Food Administration. They are to check up your operations to learn whether you have made excessive profits. If you think your answers to the questions need explaining attach a letter giving all of the facts. If you have any criticism of the reports I would be glad if you will send them to me as we may need to make some changes to make them less complicated and easier to make out. As to the questionnaires of the Federal Trade Commission and the Bureau of Markets I can give no information.

Mr. Stream stated that it is the desire of the Administration to learn both the volume of business done and the profits derived therefrom, and that it does not wish to wait until the end of a year to learn these things, as it would be necessary to do in order to get the information from the regular reports to the Administration, or from the income tax reports. He advised those dealers who do not have an inventory as of January 1 to do the best they can; and he gave this parting thought:

"You can be helpful to the Food Administration by conforming to the rules; ask us when in doubt; show us you want to co-operate. We want you to continue in the work and we want you to assist us so our people and our allies may be supplied."

Committees.

Pres. S. W. Wilder announced the appointment of the following committees:

Resolutions: F. D. Milligan, Jefferson; C. C. Flanley, Sioux City; M. E. De Wolf, Spencer; Clark Brown, Des Moines; C. A. Davis, Cedar Rapids.

Auditing: F. E. Trainer, Ackley; J. E. Kennell, Fremont; L. W. Larson, Rolfe.

Nominating: M. McFarlin, Des Moines; S. J. Clausen, Clear Lake; Chas. Cannon, Paullina; R. A. Frazier, Nevada; B. B. Anderson, Estherville.

The Banquet.

At 7:00 p. m. Thursday the dealers forgot business for a time and in the place of work they substituted a few hours of real and wholesome amusement, this taking the form of a dinner with musical entertainment and patriotic addresses.

One seldom hears an after dinner speaker who becomes so thoroughly in earnest about his subject as did Robert Healy, a

Ft. Dodge attorney, when he spoke to the subject "Patriotism." He took his hearers back thru the pages of history to show that this nation has, in the wars in which it has been engaged, constantly fought against the embodiment of the spirit of autocracy and oppression which we now oppose on the battlefields of Europe and wherever Germany is pressing against the forces of democracy. "This," said Mr. Healy, "is not our first war against Germany, for our forefathers won their independence from a German king transferred to the throne of England; and it was not against the British people that they fought, but against its Teutonic government." Proceeding upon his subject, Mr. Healy spoke feelingly upon the need for concerted action to abolish political activity in the present emergency, and for action to gain from Congress the enactment of laws to prohibit the teaching of the German language in our public schools and the use of any language but English in the press of the country.

Following Mr. Healy, Lieut. D. C. Kent, of Rolfe, Ia., spoke about his personal war experiences as a member of the Canadian Expeditionary Forces, telling intimately of some of the incidents of war.

The last number was a lecture on "Grain Dust Explosions—Their Causes and Prevention," by Prof. L. A. Fitz, of the Bureau of Chemistry, U. S. Dept. of Agriculture. Supplementing the lecture a series of lantern slides was shown, and dust explosions were produced experimentally to give the dealers a better understanding of their nature.

Friday Morning Session.

Pres. Wilder called the morning session to order at 10:30 a. m. and Sec'y-Treas. Geo. A. Wells, Des Moines, read the following reports:

Secretary's Report.

When a country is engaged in war, internal troubles are a serious menace to be avoided if possible, and the supply of bread is the most important question that concerns the laboring class of its people. Thus it was that the wheat supply and price of bread was the first problem that confronted the Food Administration, and it was necessary to stabilize the price of wheat and eliminate the opportunity for hoarding and speculation.

To carry out this purpose the Food Administration decided upon three independent lines of action.

First, to limit the right of storage of wheat and flour in the United States to 30 days without the approval of the Food Administration, thus making it impossible for any person to successfully engage in

speculation or hoarding of the wheat and flour commodities themselves.

Second, a further regulation was established over the flour mills of the country prohibiting contracts for sale of flour more than 30 days in advance, thereby preventing the possibility of speculation in flour contracts as well as wheat.

Third, all the grain exchanges in the country were requested to suspend absolutely during the period of the war all trade in wheat futures, for with the suspension of normal flow of wheat in the world's markets the economic function of stabilization of price was entirely distorted.

The effect of these arrangements to stamp out speculation was to render inoperative the ordinary method by which a considerable portion of the grain trade was financed—thru the purchase and sale of futures and necessitated the injection of Government finances to carry the movement of wheat in some manner.

At a conference of over one hundred representatives of the grain and elevator trades of the country, held in the office of the Food Administration in Washington, Aug. 15, to which conference your sec'y was appointed as a delegate, the following resolution expressing the opinion of the grain trade was passed:

"Realizing that the operation of government control in wheat and rye is essential under present war influences in order to adequately protect our home supply and furnish our Allies with the aid we owe, and realizing that establishment of an efficient government plan of operation means to all of us curtailment of our business, and to some of us actual retirement from business during such period, we do express our pride in the character of service tendered by the grain trade in the sacrifice by these men of ability who are placing their experience and energy at the service of their government, and that we approve the general plan of operation as explained to us today as being sound, workable, and necessary, and in its general lines it appears to us as being the most efficient and just plan of operation which we can conceive."

Questionnaires: I am well informed and thoroughly appreciate the necessity under war conditions of the regulation of the handling of food products and I am sure that each and every member of the Western Grain Dealers Ass'n is disposed to co-operate loyally with the federal government to the fullest extent necessary in effecting economy in the handling and distribution of food supplies and are willing to impart whatever information may be practically necessary regarding their business, but it is human nature to question what may appear to be an arbitrary effort by the government to require reports that absolutely expose the work and financial conditions of what has always been considered private business.

The different government dep'ts, the Dept. of Agriculture, the Food Administration and the Federal Trade Commission have each apparently adopted systems of mailing questionnaires to those engaged in the grain business and I understand this is true as to some other lines of business requiring reports in detail of their business not only as to future transactions but also running back for several years.



First Section of Iowa Dealers at Ft. Dodge, Apr. 18.

These questionnaires give the impression that information is being sought that is beyond what is necessary in connection with the economical handling and distribution of grain products under war conditions, but that there is an underlying effort to take advantage of this opportunity to compile information regarding the conduct, financial condition and profits of private business, looking toward the idea of building up a permanent government supervision and control of such business. These questionnaires come from each of the different dep'ts of government at different times and necessitate a duplication of work to a greater or less extent so that in fact the work of making up these reports is becoming so burdensome as to require permanent employment of extra help to do this work and at a time when it is very difficult to obtain such help because of the forces of business being called upon so largely for military and civil service of the government.

A careful reading of some of these questionnaires by those having practical knowledge of the business leads to the belief that these reports are formulated by persons who have theoretical knowledge only and do not conceive the practical difficulties involved even in undertaking to maintain an accounting system that will accurately give the detailed items required in such form as to be accurate information to the government and when we consider that the large volume of grain produced in this country is handled on net margins of less than 1c per bu., we must conclude that the information that may be compiled from these questionnaires will be of no practical benefit to the government.

Fixed Corn Prices. I believe that the stabilization of price or margins of profit on corn is absolutely impossible because of the uncertain and hazardous conditions of quality that must be considered speculatively as a risk in its handling, particularly by the country shipper. I have knowledge of single carloads of corn that have shown extremely excessive profits. On the other hand, I know of many cars of corn that have shown disastrous losses. Only recently one of our members told me that he had just experienced a loss of \$1,800 on the shipment of 2 carloads of corn that became heated in transit and I am satisfied that there have been any number of such cases more or less disastrous to the shipper.

Local Meetings: Your Sec'y held local meetings last fall covering the entire State of Iowa largely for the purpose of discussing the corn situation and I believe that as a result of those meetings, the country dealers became more or less united in sentiment as to the best manner of handling the corn crop that was of such questionable quality by urging the farmer to carefully sort his corn and to store it in well ventilated cribs instead of dumping it onto the market with disastrous results, both to the farmer and the shipper. The country shippers, however, continued shipping corn until the germinating season had begun and their experience with the last shipments, I think, has been largely unfavorable and the losses extremely heavy.

The Future: There has been much misdirected energy on the part of trade or-

ganizations and I believe I must say, government departments as well, under war conditions which so suddenly came upon us.

The future is full of uncertainties and your business, if it is to continue, must engage the efforts of organization. As individuals you cannot possibly meet the situation that confronts you.

Financial Statement.

| Receipts. | |
|---------------------------------|------------|
| Cash on hand April 1, 1917..... | \$ 259.24 |
| Rec'd from dues | 5,070.40 |
| Rec'd from fees | 294.00 |
| | \$5,623.64 |
| Disbursements. | |
| Sec'y's salary | \$1,800.00 |
| Sec'y's expense | 299.04 |
| G. D. N. Ass'n dues | 450.00 |
| Ass'n attorney | 208.26 |
| Office help | 921.99 |
| Rent | 130.00 |
| Adv., stationery and ptg..... | 945.18 |
| Postage | 420.00 |
| Telegraf and telephone | 17.17 |
| Annual meeting | 89.95 |
| Exchange | 9.87 |
| Com'te meetings | 104.65 |
| Cash on hand April 1, 1918..... | 177.53 |
| | \$5,623.64 |

The Report on Insurance, read by Jay A. King, pres. Western Grain Dealers Mutual Fire Insurance Ass'n, Des Moines, follows:

Mutual Fire Insurance.

Insurance against loss by fire is an imperative requirement in order that the loss when it occurs shall not cause financial disaster. The principle on which fire and insurance is based is that each loss will be divided between a considerable number of persons so that each of the contributors shall bear only a small part of the loss. That is true whether it is an assessment company that makes an assessment on each of its members after the loss has occurred to raise sufficient money to pay the loss, a mutual company that makes an assessment on each policy when issued of such amount as is estimated will be the equitable proportion against such policy to realize sufficient money to pay losses and expenses with the understanding that the surplus, if any, shall be returned to the policyholders, or a stock company that makes a charge of the fixed amount for each policy issued.

The price that is charged for insurance is based on previous years' experience in the matter of fire losses. In estimating the cost of insurance, the hazard is always taken into account, making it evident the greater the hazard, or the more hazards existing, the higher will be the cost.

It is conceded that the removal of hazardous conditions lessens the number of fires. It is self-evident that the fewer the number of fires the lower the cost will be to policyholders in a mutual insurance company. It is therefore easily understood that the removal of hazardous conditions will reduce the cost of insurance.

Statistics show that the annual average per capita fire loss in six European countries is 33c, while the average per capita

loss in the United States is \$3.00. In Iowa in the year 1917 it was \$3.07. What are the reasons for such a great difference in the destruction by fire? No doubt it is partly because of a larger proportion of fireproof construction in other countries. I believe, however, that the greater part of excess in loss in this country is because the thought has prevailed that we live in a land of unlimited resources, and we have not felt the necessity of being as careful as we could in the protection and preservation of property.

Fire losses in the United States in the year 1917 amounted to the enormous total of \$267,000,000, of which amount it is estimated that at least 65% was preventable. General carelessness is a prolific agency of destruction.

The Conservation of Property. The excessive waste by fire loss is claiming earnest attention, particularly now when all our resources are likely to be required for a successful prosecution of the war, efforts are being made by various agents and in many directions to lessen the enormous destruction by fire.

The National Board of Fire Underwriters; the National Fire Protection Ass'n; the Government Committee on Conservation of which there is a sub-committee in each state; and some of the Mutual Insurance Companies are working earnestly and faithfully along this line.

It is now proposed that a new Government agency shall be organized for the purpose of using further means to lessen the number of preventable fires. It is likely such organization will be effected under the name of Fire Prevention Section of the War Industries Board.

The Western Grain Dealers Mutual Fire Insurance Ass'n has for a considerable time been energetically exerting its influence towards reduction of fire hazards.

These several agencies working in the same direction and for the same purpose may have caused duplicate inspections of properties within the past year, and duplicated the suggestions as to the correction or elimination of the probable causes of fire.

Reducing Fire Hazards: We are so accustomed to conduct our personal affairs according to our own notions that it may appear to be an abridgement of our rights for anyone to dictate or earnestly suggest that we adopt different methods or make changes in our property. To those who have such thought, or who consider that the efforts being made to decrease the destruction of property by fire is an unwarrantable interference, I desire to say that the suggestions made with the object in view of reducing fire hazards (and supplying better protection against fires) are based on the knowledge and information of men who have given these questions careful study and whose judgment can safely be relied upon. They are made for the general good and to benefit the individual.

I am more thoroughly convinced of this because the Insurance Ass'n which I represent has suffered only one loss from elevator fire in seven months. During that time a blaze occurred in each of 3 or 4 elevators but protective apparatus being near at hand, fire extinguishers or barrels of water or both, the fire in each instance was soon under control and only nominal



Second Section of Iowa Dealers at Ft. Dodge, Apr. 18.

damage resulted. In one of these cases there is excellent fire protection in the town where the elevator is located. The owner said to me he believed that if a fire extinguisher had not been used to hold the fire in check it would have been beyond control by the time the city fire company could have begun the use of water on the building.

That period covers the time since the inspections were made and suggestions offered in regard to the removal or correction of the then existing fire hazards. I firmly believe that the cheerful compliance by nearly all of our policyholders with the suggestions for the removal or correction of fire hazards and the better protection of their property has decreased the number of fires.

It will not do to assume that all has been done that can be done in this work. Rather let the beneficial results obtained encourage all to further effort to remove all unnecessary hazards, to install ample protective means, and to use greater care in the use of their property.

It can not be claimed that the management of a mutual insurance company in urging greater carefulness on the part of its policyholders does so for its own benefit. The benefit from such cause is entirely for the good of the policyholders. The management controls the expense but it is very largely up to the policyholders to control the amount that must be paid out for fire losses.

O. F. Phillips, Federal Grain Supervisor, delivered an address on "Federal Supervision of Grain Inspection," in which he said:

Supervision of Grain Inspection.

The United States grain standards Act has now been in force about a year and a half. Practically all of you gentlemen have come in contact more or less with some phases of this Act and I have three things that I want to bring before you today, namely, federal supervision of inspection, the rights of shippers, and the rights of receivers of grain under the Act.

That you may fully understand the work the Dep't is attempting to carry out with relation to supervision of inspection, it will first be necessary to call your attention to the fact that inspectors are licensed under the Act by the Dep't of Agriculture for the purpose of grading grain for which standards have been established, according to the standards as they have been promulgated; and that such inspectors are not employees of the federal government, but still act as independent inspectors, or in the employ of some independent inspection organization. In consequence, they are, in large part, amenable to instructions that they receive from the chiefs or heads of such inspection organizations. The control of the Dep't of Agriculture extends over them only in the grading of grain for which standards have been established, and which moves in interstate or foreign commerce.

Prior to the enactment of the United States grain standards Act, inspection departments throughout the country were organized along various lines. A great many of these departments had their own sets of standards for grain, which were at variance with standards established in

other markets. And in a majority of cases, the line of demarcation between various grades was drawn by chiefs of the departments as a matter of personal interpretation, which led to his ideas being reflected in the work of the inspectors of that particular market. These various inspection departments were organized and controlled by various organizations; so that it will readily be seen that the work of co-ordinating the ideas of these various inspectors and of bringing about a system of uniform grading was, in itself, no small matter.

Lack of Uniformity in Obtaining Samples. As I have outlined the organizations of different inspection departments throughout the country, I would like to call your attention to the fact that different inspection departments had different methods of obtaining samples from cars on which to base their grading. Different triers were in use in different markets for the purpose of drawing samples from cars; different markets drew different numbers of probings from the cars; and various methods for determining the weight per bushel were in use at different markets. All of these practices, of course, resulted in a lack of uniformity in inspection methods.

In the rules and regulations as promulgated by the Department for the enforcement of the grain standards Act, the Dep't issued to supervisors instructions as to what would be considered a representative sample of grain for the purpose of entertaining an appeal or dispute which might be referred to a supervision office.

The grain drawn from the different portions of a lot or parcel by the method prescribed in the regulations shall be thoroughly mixed, and such mixture, or a typical portion thereof, otherwise complying with the regulation, shall constitute a sample of the entire lot or parcel.

In addition to the rules and regulations for obtaining samples, it was provided that the grades placed on grain by a licensed inspector should conform to the results obtained by the use of various equipment as suggested by the Dep't. It was assumed, from the support pledged the Dep't, that all inspection dep'ts would see to it that their inspectors were equipped with the proper appliances for the correct grading of grain. And, while it is true that a great many inspection dep'ts have provided themselves with such equipment, it is also true that quite a number of inspection dep'ts thruout the country have as yet failed to instruct their inspectors to obtain samples of grain for the purpose of inspection in the manner prescribed by the Dep't. This one fact, most of all, is a deterrent element in securing uniformity.

Inspection for Benefit of Trade: It would seem to me that inspection dep'ts are organized thruout the country for the purpose of establishing true grades of such grain as they may be called upon to inspect; and that this function of the inspection dep'ts is solely for the benefit of you gentlemen of the grain trade. It would also seem that concerted action on your part in which you would request that various inspection dep'ts with which you do business, instruct all inspectors to obtain samples from cars as suggested by the Dep't, and that identical equipment be secured for the use of inspectors, would

go a long way toward bringing about the uniformity of inspection which is so much desired. When this one improvement is made thruout inspection dep'ts of the country, then the Board of Review, working through supervisors, with the inspectors, and bringing to their attention questions of damaged, color, and other factors in grading, will have accomplished much to secure uniformity in inspection and grading.

There is one fact, however, to which I wish to call your attention, and that is, where the question of human judgment enters into the grading of grain, there will always be a possibility of error, and while we may be able to obtain a high degree of efficiency and uniformity, there will always be persons who will possibly feel aggrieved in the grading of individual cars.

Rights of shippers under the Act. Up to the present time, we have established grades only for shelled corn and wheat. In our rules and regulations and Service and Regulatory Announcements, we have described apparatus and methods for arriving at the various grades, so that it is possible for country shippers by the use of these appliances and methods to correctly grade their grain before it is forwarded to a terminal market. In all probability, a great many of you will contend that it is a physical impossibility for country shippers during the busy season, especially, to take the time to grade their grain as they ship it. However, from personal observation, in visiting hundreds of country elevators, I do not believe that this will be true, but if you should find it is impossible to grade your cars before moving out from your country houses, and after the grade has been placed upon it by an inspector in the terminal market, you will be able to determine the quality and condition of the grain that you are receiving at your point.

If, on the other hand, you load a car and determine in your own mind that it is of a certain grade, and the car moves as an interstate shipment to a terminal point, and is inspected and graded by a licensed inspector and assigned a grade other than you think it deserves, you may instruct your dealer to appeal from the grading of the licensed inspector to the supervisor of that district. This will involve on the part of your agent a statement from him as to the owner of the grain, point of shipment and destination, whether it is sold, offered for sale, or consigned for sale in interstate or foreign commerce, the location of the grain, the number of the car, the grade assigned by the licensed inspector, the name and address of the respondent, if any, whether or not an appeal has been previously taken on the car, and a deposit of \$5 to cover the cost of the appeal.

The supervisor will then cause the car to be sampled, and from the sample will make such analyses as provided by the Dep't, and will then issue a grade memorandum giving the true grade of the grain at the time and place of such appeal. If your appeal is sustained, the \$5 which you have deposited will be refunded to you. If the inspectors grade is sustained, there will be assessed against you a charge of \$3 for the appeal, and \$1 for sampling, making a total charge of \$4. If you are dissatisfied with the grade placed on the grain by the supervisor, you still have a right to carry the appeal to a board of



Third Section of Iowa Dealers at Ft. Dodge, Apr. 18.

three supervisors, whose findings as to the true grade of the grain will be final until passed upon by the Sec'y of Agriculture. It of course is understood that your appeal must be taken within 48 hours after the grain is inspected, or before it leaves the point at which the inspection is made.

Non-inspection Points: Again, if you, as a country shipper, wish to avail yourself of the protection afforded by the Act, and sell, offer for sale, or consign for sale, your grain for which standards have been established, to another non-inspection point, you may assign the grade which you think the grain is entitled to and forward in interstate movement, reporting your transaction within 7 days to the Sec'y of Agriculture on either of the proposed forms submitted by the Dep't. On arrival at its destination, should a controversy arise between you and the buyer of the grain, you have a right to enter a complaint with the supervisor of the district in which the grain is located, giving substantially the same information outlined above. The supervisor will cause the grain to be sampled, and will issue a grade memorandum as outlined in the case of an appeal, the charge for which may be assessed either against the seller or the buyer, or both, as the conditions may warrant. The protection afforded the shipper of grain, is equally applicable to the purchaser of the grain in terminal markets, and also purchasers of grain in interior points which are non-inspection points in making purchases from other non-inspection points.

I want to call your attention to the fact that, while the Dep't stands ready to be of assistance to you in a great many ways, nevertheless it is impossible to grant to you all of this assistance unless you, in a measure, co-operate with the Dep't by making your wants known. You all know that ignorance of the law is no excuse for its violation, and strange as it may seem, a great majority of the grain men thruout the country are ignorant of the provisions of the Grain Standards Act and its application to their particular business.

New Grades: One of the big questions which have agitated the minds of the grain trade for the last few months is the changes that were to be promulgated in the standards as they now exist. The Dep't held a series of hearings in December, 1917, thruout the United States for the purpose of obtaining an expression from the grain trade as to whether or not the standards as then established were satisfactory. It developed in these hearings that the trade as a whole was practically divided into two camps, one of them preferring the standards as they now are, with some few minor modifications, and the other contending for modified or war grades. The Dep't was undecided for some time as to the proper course to pursue. Considering, from all angles, the complaints and the testimony obtained at the hearings, it was believed that there might possibly be a greater demand for the war grades than had been evidenced at the hearings. In consequence, a tentative set of war standards was issued by the Dep't and sent to all dealers thruout the United States, asking for an expression of opinion as to the advisability of their adoption. In addition, a series of six hearings was held thruout the United States, at which the attendance of all grain men was invited to give expression of their views as to whether or not it was advisable to adopt them in place of the present standards.

These hearings brought out the fact that opinion thruout the United States was almost unanimous for a retention of the present standards, with some few minor modifications. The standards in their modified form were promulgated by the Sec'y of Agriculture on the 15th of this month, to become effective July 15, 1918, or in time to take care of the new crop.

Sec'y Wells: Supervision of inspection at terminals has done nothing to force proper sampling of cars that are loaded too full.

Mr. Phillips: A stamp is placed on the inspection certificate for such cars, showing the facts, and when the car is unloaded the owner or buyer has the right to ask for another inspection. The certificate is good only at the market for which it was issued.

Sec'y Wells: Almost all cars of oats are too full for sampling and that is the trouble we have had.

Mr. Phillips: It is impossible to get a representative sample of a car loaded too full and in that case the inspector cannot

give a clear certificate. Railroad officials have asked that cars be loaded to full visible capacity. I do not believe they realize there is liability of wrecks and loss of life as a result of this excessive loading.

Sec'y Wells: What is the relation between private inspectors and federal supervision of inspection. I understand the inspector does not go to the elevator when the car is unloaded unless he is asked to do so. I know returns are being made on inspections by Board of Trade samplers. Where does private sampling get off and the government get on?

Mr. Phillips: Private samplers are kept by firms to get private opinions for the use of the firm. Their work has no official standing.

Sec'y Wells: Can an exchange make a rule to give that private sampling standing over federal?

Mr. Phillips: The Grain Standards Act provides that no rules of exchanges can prevent the shipper from getting the benefit of the Act. If that condition is taken up with the supervisor I think you could get relief.

In answer to a question as to whether the new grades for wheat and corn are war grades, to be changed again at the close of the war, Mr. Phillips said:

"The grades which have been promulgated to become effective July 15 are not war grades and are not to be changed. They are to be permanent."

Sec'y Wells: Is it proposed to establish grades for oats?

Mr. Phillips: The Dep't has been working on oats grades, but I do not know what progress has been made or when they will be ready.

Sec'y Wells read a telegram from the Food Administration Grain Corporation asking for a consultation with the grain trade to consider plans for handling the 1918 wheat crop, and stating that such a conference would be held in New York on April 30. The Ass'n was asked to send a representative.

Two Big Grain Dealers from Curlew, Ia.



O. B. Fisk and O. B. Drown, Competitors Who Live in Harmony.

Natural Shrinkage Docket 9009 I. C. C.

Sec'y Wells talked at length on the report of the Interstate Commerce Com'n in Docket 9009 which relates to loss and damage claims. He told of the hearings held last summer by the Com'n and explained the work that was done: "A conference of shippers and carriers was called for this week in Chicago. Mr. Goemann, chairman of the transportation com'te of the Grain Dealers National Ass'n, sent word by Pres. Eikenberry that the carriers and shippers are so far apart as to make action almost impossible, and he suggested that nothing be done by us. The matter includes both the shrinkage question and adequate weighing facilities, and if we cannot come to an agreement with the carriers it is a question as to what the Interstate Commerce Com'n will do. It may rule as to what constitutes adequate weighing facilities under the Pomerene Law; it may establish a standard for shipping scales in country elevators, and the contest would be on again between the shippers and carriers. The standard, if it is fixed, may be so high that present equipment would have no standing and thus make it impossible for you to take advantage of the Pomerene Law. Probably another conference or hearing will be held."

When the question of automatic scales was brought up by a dealer **Sec'y Wells** asked J. A. Schmitz, of the Chicago Board of Trade Weighing Dep't, for his opinion on this type of scale.

Mr. Schmitz: There is more room for criticism of the operation of automatic scales than of the scale itself. The man who lets his scale stand from year to year without adjustment surely is not attending to business. The scale should be checked up several times on each car. It is a very high grade mechanism and the lack of care in its operation has been the greatest defect.

Sec'y Wells: Is there not a tendency to put in too small automatic scales?

Mr. Schmitz: Yes. The cost feature has much to do with it, as less changes in the house are needed for automatic scales than for scales of other type.

John Dower, Weighmaster St. Louis Merchants Exchange: This is a big question. Shippers should give expression as to what they intend to do. I think reforms should come from within. The trouble as it now stands is that irregularities in weighing are at a minimum at supervised terminals and at the maximum at country points. We correct every defect as soon as it is discovered; shippers and small terminals should do the same.

Sec'y Wells: Another proposition that country dealers should consider is the probability that in the future grain will be delivered in large motor trucks. When this comes about it will be necessary to make alterations in dumps in elevators.

Extended discussion developed on the proposition, brought up by J. R. Murrell, Cedar Rapids, to use track scales, owned by the carrier or the shipper or jointly, and with the work of weighing done by an independent organization. When Mr. Schmitz showed that the cost of a modern track scale is from \$5,000 to \$8,000 and that its maintenance cost is so high as to cause the probability of a lack of efficiency to become pronounced it was the consensus of opinion that the track scale offered no solution of the problem.

Sec'y Wells: I have heard that certain railroads had an idea of suggesting an installation that they would recognize as standard. It would consist of a hopper scale, resting on an independent foundation, and installed on the work floor, with a separate leg which could be

used only to take grain from the scale and put it into the car. It would be required that the scale be adequately supervised.

Pres. Wilder: If they establish as standard, a scale we can install at a cost of \$1,000 to \$1,200, and then will accept weights over that scale and pay all claims on that basis we can afford to do it. By all claims I mean those on clear record cars as well as those on bad order cars.

Sec'y Wells: If the Interstate Commerce Com'n should establish a standard it probably would shut out a greater or less percentage of country elevators as they now are equipped. The fight will be to get as liberal a standard as possible and I imagine the standard will come near to that which I have mentioned. It might be that a scale in the cupola, with a direct spout will be satisfactory.

Interest on Advances.

On "Interest Charges Against Shippers' Drafts," Sec'y Wells said: The rules of the various markets are different in this matter, but most of the complaints have been against Chicago because of the impossibility of checking interest charges on account sales. As I understand it, the rule requiring the buyer to pay 80% of the value of the grain within 7 days after delivery to the railroad nominated by the buyer does not say anything about the length of time interest shall be charged. Shippers have no way of knowing when the car is delivered, and cannot know whether the charge is correct. In 1 or 2 cars we found an error, which the commission merchant acknowledged, and part of the money was refunded. The practical application of the Omaha rule is to give the shipper 75% of the value of the grain and interest is charged from the day after the draft is paid. The buyer must make returns to the commission merchant not later than the day after the car is unloaded. Interest runs up to the day the account of sale is made, but in case of delay interest can only be charged to and including the eighth day after the car was sold on the floor.

Adolph Kempner: If the Chicago buyer can be convinced that he should pay for the grain within 6 days the commission men would be glad to put such a rule into effect, but conditions at Chicago and at other markets are different. Omaha has one inspection yard and cars can be unloaded within 5 days. In Chicago one inspection yard is 40 miles from the South Side elevators and under conditions like we have had this winter it sometimes takes a month to get cars from the yard to the elevators. The commission man should do his best to help the shipper because he is the shipper's agent. We have had trouble getting the buyer to do some things we think he should do. The rules of the Chicago Board of Trade protect the grain shipper better than any other man in the United States who uses an agent to sell his goods.

H. F. Ketchum, St. Louis: Unless a car at St. Louis is unloaded within 5 days after placing on the unloading track of the industry then the buyer is required to pay for it. Interest ceases at the end of the 5 days. It must be remembered that some cars are delayed a long time before arriving in the market.

Friday Afternoon Session.

The report of the auditing com'te, showing the records of the treasurer's office to be correct, was read by Chairman F. E. Trainer and adopted.

Chairman F. D. Milligan read the report of the com'te on resolutions, and the following resolutions were adopted unanimously:

Resolutions.

Pledge of Loyalty.

WHEREAS, the United States is now engaged as an active combatant in the greatest war of all history, fighting the fight of democracy and mankind and

WHEREAS, this Ass'n and the individuals composing it are in entire accord and hearty sympathy with the government in this great undertaking, now therefore

BE IT RESOLVED by the Western Grain Dealers Ass'n in convention assembled that this Ass'n and each and every member thereof hereby pledges his steadfast loyalty to the government of the United States and his most ardent and patriotic support to the successful prosecution of the war.

AND BE IT FURTHER RESOLVED, that this Ass'n as an Ass'n and each of the individual members thereof pledges his active and hearty co-operation in every way to conserving and expediting the handling of the grain supply of this country to the end that our troops at home and abroad shall be victorious.

Protest Against Multiplication of Reports.

RESOLVED, that the grain trade deprecate the demands made for multiplied reports to governmental depts not allied to those essential to war activities; that said reports to Bureau of Federal Trade Relations and others, are of an involved and complicated character, making requests for showings frequently not shown in any system of accounts customarily kept by country grain dealers, that their compilation demands in many instances the help not available in these arduous times and is a diversion of energy that in this critical period can be much better devoted to the attainment of material results in production and distribution than in superficial research.

RESOLVED, that our Sec'y communicate this resolution to the heads of originating departments other than the Food Administration, whose necessity we concede and whose activities we approve.

RESOLVED, that this resolution be communicated to the Sec'ys of other Grain Ass'ns and to Sec'ys of Chambers of Commerce that their efforts may be combined to the elimination of these involved and unnecessary requirements and numerous government functionaries released to the assistance of needed war activities.

Ask Change in Interest Rules.

BE IT RESOLVED, that the Chicago market and all other markets having indefinite rules covering interest on advances be, and hereby are, requested and urged to have their rules amended to specify the exact number of days after the inspection date or sale date that interest may be charged.

The report of the com'te on nominations was read by S. J. Clausen and the following officers were unanimously elected:

S. W. Wilder, Cedar Rapids, Pres.; O. K. Morrison, South English, vice-pres.; Directors: K. R. Frazier, Colo.; Chas. Cannon, Paullina; Lee Davis, Scranton; E. R. Wagner, Ankeny; J. E. Kennell, Fremont.

Pres. Wilder read a letter in which the Ass'n was invited to hold its 1919 convention in Sioux City.

Pres. Wilder then thanked the members of the Ass'n for the confidence which they had shown in him by honoring him by re-election.

The convention adjourned *sine die*.

Convention Notes.

P. M. Woodward came from Kansas City.

A single Nebraska shipper, J. F. Westrand, of Laurel, was present.

St. Joseph was represented by J. A. Gunnell, and H. H. Savage of the Marshall Hall Grain Co.

Continuous quotations were furnished on the convention floor over the private wire of Lamson Bros. & Co. with M. E. Tracey in charge.

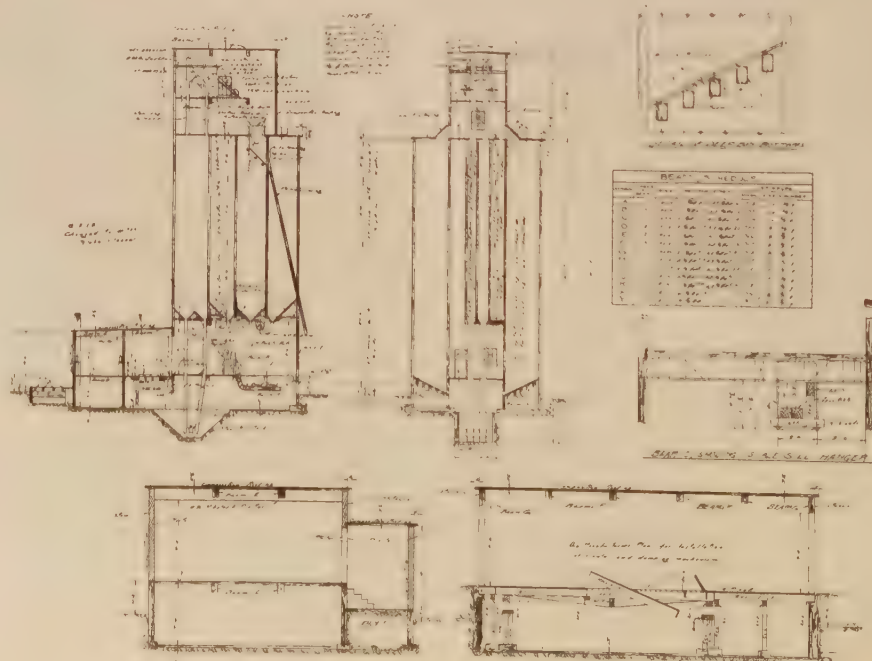
Omaha sent Frank C. Bell, of the Updike Grain Co.; W. J. Smittle; Thos. E. Gilbert; and F. P. Manchester, sec'y of the Omaha Grain Exchange.

Peoria was represented by Louis and Robert F. Mueller, of the Mueller Grain Co., L. H. Murray rep. Warren Com'n Co. and J. A. Waring of T. A. Grier & Co.

Souvenirs included a letter opener given by the Taylor & Bournique Co., pencils by E. W. Bailey & Co., and the Mueller Grain Co. and a pencil clasp by the Pyrene Co.

The U. S. Dep't of Agriculture was represented by O. F. Phillips, Federal Supervisor, of Cincinnati; Ralph H. Brown, Federal Supervisor, Washington, D. C.; Prof. L. A. Fitz, Kansas State Agricultural College, Manhattan, Kan.; and Vernon Fitzsimons, Minneapolis.

Milwaukee men present were Frank B. Bell; Tom Berryman; H. T. Bickel; A. E. Bush, of the Taylor & Bournique Co.; John C. Hensey, of Hensey & Owen; A. L. Jacobus; Leonard J. Keefe and C. D.



Elevations of 30,000-bu. Concrete Elevator at Danube, Minn. [See facing page.]

Thorsen, and Geo. O. Strom and Manual Strom, representing Taylor & Bournique Co.

Toastmaster Clifford B. Cox kept his auditors and speakers in good humor with his new stories, wit and gracious introductions.

Geo. H. Lyons, who for many years represented the Armour Grain Co. at Omaha, happened to be at the hotel and was glad to shake hands with some of his old time friends and associates.

The last day it was difficult to entice dealers into convention hall. All wanted to visit their friends in the hotel lobby and then the one elevator was slow to deliver those who desired to go to the convention floor.

Supply and machinery men included: W. H. Graham; A. P. Harrington; F. J. Conrad and R. R. Mayberry, of the Newell Construction & Machinery Co.; H. B. Queal; and William McCrum representing the Richardson Scale Co.

Thursday morning was devoted to a get together reception that lasted until the first session of the convention was called to order at 1:30 p. m., and it gave an opportunity for the renewing of old and the making of new acquaintances.

Hotels which boost their rates to dealers attending conventions should not be made headquarters a second time, even tho the Ass'n see fit to hold a convention in Fort Dodge. The only way to curb the room clerk's greed is for the Ass'n to demand a written agreement for regular rates before the meeting place is selected.

The community spirit developed early at the banquet table and everything from a bull frog chorus to a steam calliope was pressed into service by the diners in an effort to keep things constantly moving. Even the fellows who ran the scale with the harpist proved themselves able to do something other than weigh grain.

St. Louis sent John O. Ballard, pres. of the Merchants Exchange; Geo. C. Martin, Jr. and F. Bubbs, repts. Goffe & Carkener Co.; John Dower, supervisor of weights, Merchants Exchange; John H. Herron, of the Elmore-Schultz Grain Co.; H. F. Ketchum; E. C. King, of the Nan-

son Commission Co.; Wm. C. McCoy; Harry C. Noland; and Harry Wilson.

Des Moines representatives were: J. H. Barrett and C. A. Bulpitt, of Lamson Bros. & Co.; Ward G. Case, of the Marshall-Hall Grain Co.; C. H. Casebeer; J. A. King, Pres. Grain Dealers Fire Ins. Ass'n; Lee Lockwood; A. McArty, representing W. H. Perrine & Co.; M. McFarlin; W. F. Morgan; M. M. Patton; C. W. Tussing, representing the Sawers Grain Co.; Jay E. Thorp; C. A. Tower; and C. A. Wright.

Chicago representatives who came were: James H. Barrett, Geo. E. Booth, C. B. Beil, L. F. Gates and Art M. Vorhes, representing Lamson Bros. & Co.; Eugene Schifflin and E. G. Cool, representing Philip H. Schifflin & Co.; C. L. Douglas, representing E. W. Bailey & Co.; E. M. Richards, representing W. H. Perrine & Co.; W. M. Christie, representing J. H. Dole & Co.; M. M. Day, Harry F. Todd and H. A. Weise, of Simons, Day & Co.; B. L. Figeley, Adolph Kemper and Edw. Hymers, Board of Trade delegates; F. E. Hales; W. M. Browning; A. J. Moore, of Gerstenberg & Co.; J. W. Radford, H. A. Rumsey and W. H. Ransom, representing Rumsey & Co.; J. A. Schmitz, Board of Trade scale inspector; Geo. L. Stebbins, of the Sawers Grain Co.; W. M. Timberlake; Joseph Visek, of Carhart, Code, Harwood Co.

Iowa Shippers present included: A. E. (Andy) Anderson, Algona; W. G. Austin, Austinville; W. J. Banning, Farlin; Wm. Bates, Waterloo; L. E. Baughman, Judd; C. C. Belz, Conrad; C. Borcharding, Coulter; J. J. Brakke, Roelyn; O. B. Brown, Curlew; A. A. Burke, Story City; J. H. Burnett, Dallas Center; W. R. Burt, Galt; S. J. Clausen, Clear Lake; C. A. Davis, Cedar Rapids; Lee Davis, Scranton; Geo. M. Deter, Sioux City; M. E. DeWolf, Spencer; H. F. Dohrman, Farnhamville; O. B. Fisk, Curlew; Wm. F. Finch, Corwith; R. A. Frazer, Nevada; P. R. Frazier, Morrison; G. A. French, Cherokee; A. J. Froning, Webster City; E. J. Funk, Clarion; E. M. Galbraith, Klierim; M. Goltry, Newell; Marshall G. Gosling, Union; W. J. Hager, Alden; H. Harrington, North English; C. H. Harshbarger, Grand Junction; A. J. Harvey, Gowrie; R. Hendrickson, Mason City; M. O. Hocum, Klemme; C. O. Huff, Livermore; Frank Hushka, Bradford; D. E. Hylton, Winterset; J. C. Jackson, Cedar Rapids; I. E. Jackson, Cedar Rapids; R. L. Jamison, Hedrick; J. E. Kennell, Fremont; A. F. Knapper, Farlin;

C. S. Knudson, Industry; Gerhard Larson, Jewell; C. A. Lawler, Woden; C. T. Likens, Lundgren; C. E. Lowry, Jr., Cushing; H. McClelland, Arnold; O. P. McDonald, Burt; W. H. McDowell, Alexander; J. K. McGonagle, Washta; J. J. Machek, Coulter; David Marr, Traer; L. E. Miller, Parkersburg; F. D. Milligan, Jefferson; E. W. Miller, Guthrie Center; A. N. Moore, Ellsworth; O. K. Morrison, South English; Geo. Moulton, Fonda; J. C. Mullaney, sec'y Sioux City Board of Trade; J. R. Murrel, Jr., Cedar Rapids; F. G. Peterson, Moorland; S. F. Price, Conrad; Alfred Rasmus, Mt. Union; W. E. Reynolds, Churdan; A. Reynolds, Ellsworth. P. D. Richards, Pocahontas; D. J. Riekens, Wellsburg; P. L. Rivard, Pocahontas; O. A. Rucker, Long Point; M. C. Rucker, Gladstone; F. F. Ruge, Evely; W. G. Sherman, Riverton; T. Shimmom, Pocahontas; L. W. Sill, Callendar; Geo. O. Strom and Manuel Strom, Sioux City; W. C. Stubbs, Riverton; J. E. Swedburg, Boxholm; Chas. Swindle, Marcus; O. A. Talbott, Keokuk; E. H. Tiedeman, Fonda; F. E. Trainer, Ackley; Fred C. Warnke, Maynard; J. A. White, Conroy; S. W. Wilder, Cedar Rapids; W. A. Wilkin, Albia; A. J. Wilson, Spencer.

New Square Bin, Concrete Elevator at Danube, Minn.

Grain dealers, like other business men, are impressed deeply by those factors which wield the great influence in their business. Hence it is but natural that the Farmers Elevator Co., of Danube, Renville County, Minn., should decide to replace their burned wood house with a fifteen bin, modern elevator of reinforced concrete, and accordingly let the contract to D. F. Hoag & Co. for a square bin, fire proof house, to be 31'x30'6", 84' to top of cupola.

A covered driveway 12'x12'x40'6" will connect the elevator proper with the office adjoining. The office is built of hollow tile, covered with stucco to match the elevator. It is 12'x24', 14'6" above grade. All roofs are concrete, covered with 5-ply, asphalt roofing.

Eight of the bins, that is one row on each side of the working story, extend below the working floor. These bins are 7'9"x9' and 58'8" deep. Six other bins over the working story are 6'6"x7'9"x42'2" deep. Two bays of the bin story, above the working floor, are divided into four compartments, one of which is 3'3"x8'6" and hopped so as to provide a self-cleaning bin. The next two compartments serve as leg wells for the two leg belts bearing 6x11" cups. The leg casings above and below these concrete compartments are of steel. The fourth compartment, which is 3'9"x8'6", contains a steel man-lift and a ladder.

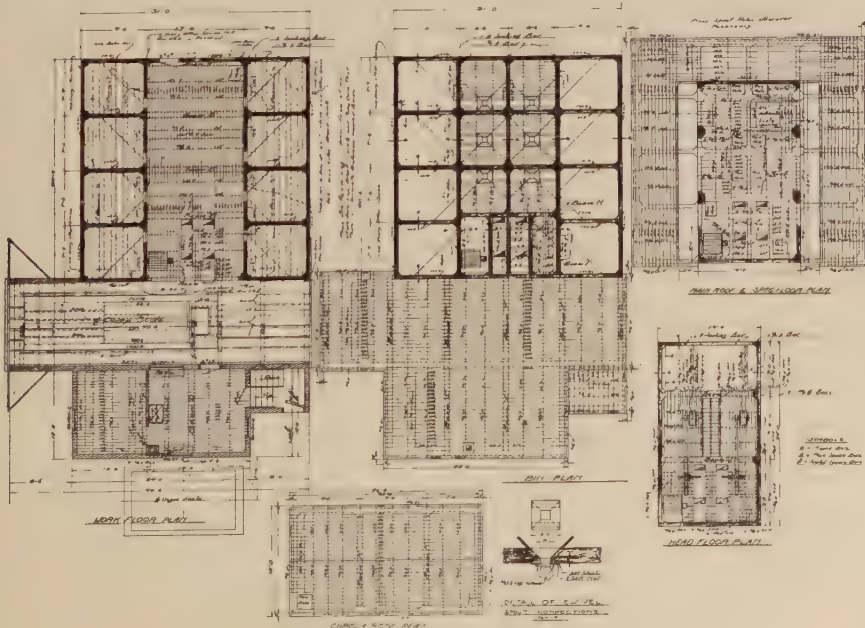
The cupola is 14'x25'x21' high. The cupola contains two 7½ HP. motors, double distributing spouts of special design and a 1,500 bu. Richardson Automatic Scale, which drops grain into a garner leading to a 7½" steel well casing by which grain is spouted direct to cars.

The working floor will contain one No. 700 cleaner with a 7½ HP. motor to operate it. It is evident that this company proposes to avoid paying freight on dirt and screenings.

The long driveway will contain one six ton 36-ft. Howe Dump Scale and grain will be dropped to either of the two boots, taking grain from the hopped receiving sink in the basement.

The two-room office will be heated from a furnace in the basement of the office building. On the outside of the office, opposite from the driveway, will be a 14-ft. five ton Howe Wagon Scale for weighing coal and live stock.

Needless to say that the operator of this fire-proof plant will be delighted with the equipment which will permit every story to be kept in clean working condition and free from danger of fire.



Plans of 30,000-bu. Reinforced Concrete Elevator at Danube, Minn.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates.

Monon in 7001 quotes local rates on grain and grain products, effective April 10.

Monon in Sup. 23 to I. R. B. 2159 postpones the effective date of Sup. 5 to this tariff until April 29.

W. T. L. in Sup. 50 to 1-M gives rules, regulations and exceptions to classifications, effective June 1.

Monon in Sup. 33 to 4058-A reissues notices of advances shown in tariff, which become effective April 25.

C. & E. I. in 7725-A quotes rates on grain in carloads from its own stations to points in Indiana, Michigan and Ohio, effective April 22.

N., C. & St. L. in Sup. 3 to 4551-A gives rules and regulations governing milling in transit of grain at Paducah, Ky., effective April 22.

I. C. in Sup. 8 to 980-G quotes rates on grain and grain products from Cairo, Ill., to stations on its own and the Y. & M. V. lines, effective April 22.

I. C. in Sup. 11 to 954-F quotes rates on grain and grain products from Evansville, Ind., and Henderson, Ky., to stations on its own lines, effective April 22.

Monon in 6998 shows commodity rates, including grain and grain products, from stations on its own lines to Henderson and Owensboro, Ky., effective April 16.

C., B. & Q. in Sup. 29 to 7072-A gives notice of further voluntary suspension until June 23, 1918, application of Illinois Distance rates on classes and commodities.

C., M. & St. P. in Sup. 25 to 13030-A quotes rates on grain and grain products from Cedar Rapids, Ia., Chicago, Chippewa Falls, Wis., Duluth, Minneapolis, Omaha, etc., to Cairo and New Orleans, effective May 1.

Monon in 7028 quotes rates on grain and grain products from stations on its own lines to points in Indiana, Michigan and Ohio, effective Interstate, April 22, intrastate, April 25.

Monon in 7029 gives rates on grain and grain products, in carloads, from stations on its own lines to points in Illinois, Indiana, Kentucky, Michigan, Ohio and Wisconsin, effective April 25.

Monon in Sup. 1 to 6646 shows a minimum charge of $\frac{1}{2}$ c per hundred lbs., and not less than \$3 per car for milling in transit, a change from charge shown in general tariff, effective interstate, April 20; intrastate, April 25.

C. & N. W. in Sup. 16 to 7170-C quotes rates on wheat, corn, barley, oats and rye from stations on its own lines in Iowa, Minnesota, Nebraska, North Dakota and South Dakota to East St. Louis, Ill., effective April 20.

Monon in 7025 shows advances in local freight rates on grain and grain products in carloads from Indianapolis, Ind., Louisville, Ky., and New Albany, Ind., to stations on its own lines, effective interstate, April 20, intrastate, April 25.

C., R. I. & P. in Sup. 3 to 19687-J quotes rates on grain and grain products from the Missouri river and stations in Illinois, Iowa, Minnesota and South Dakota to Mississippi valley points and other stations in southern states, effective May 20.

A., T. & S. F. in Sup. 9 to 6498-G quotes rates on grain and grain products in car lots between points on its own lines and connections in Illinois, Kansas, Colorado, Louisiana, New Mexico and Texas, also Kansas City, Mo.-Kan., St. Joseph and Joplin, Mo., and Superior, Nebr., and points in New Mexico and Texas on its own lines and connections, effective April 30.

I. C. in Sup. 6 to 948-H quotes rates on grain and grain products from Paducah, Ky., to stations on Illinois Central and Yazoo & Mississippi Valley, also on grain and grain products at Paducah, Ky., to stations on its own lines, effective April 22.

C., B. & Q. in Sup. 8-A to 1921-E gives notice of suspension until May 28, 1918, of switching charges on its own tracks at Chicago, Hawthorne and Clyde, Ill., and junctions of connecting lines, also from one location to another on its own tracks.

Monon in 7027 quotes rates on grain, grain products and by-products of grain and malt, in car lots, from Chicago, Englewood, Ill., Hammond, Ind., Hegewisch, Pullman Junction and South Deering, Ill., to stations on its own lines, effective April 25.

Lowrey in Sup. 11 to 20-J names local and joint terminal charges, rules and regulations from or to points in the Chicago district, on in bound or out bound freight, also rules governing intermediate service on freight traffic passing thru the Chicago district.

C., B. & Q. in Sup. 76 to 1800-B quotes rates on grain, grain products and seeds between stations on its own lines west of the Missouri River, also on the Rapid City, Black Hills & Western, and Chicago, Peoria, St. Louis, St. Paul, Minneapolis, Duluth and stations taking same rates, effective May 1.

Must Buy In to Establish Loss.

The W. L. Green Commission Co., of St. Louis, Mo., bot of J. E. Raulie 5,000 bus. No. 2 red wheat f. o. b. cars at Sampsell, Mo., for delivery by Aug. 31. Extension was later granted to Sept. 30; but then defendant was still short 928 bus. of delivery, and plaintiff brot suit and recovered damages.

This decision now has been reversed by the Kansas City Court of Appeals on the ground that plaintiff did not as alleged show that it had bot in the shortage at the market price of \$1.03. "There was no evidence upon which to base the hypothesis that it was compelled to and did buy in the shortage, or any other amount. The only evidence is the testimony of the witness Savage that the price of red wheat on Sept. 30 was \$1.03."—200 S. W. Rep. 436.

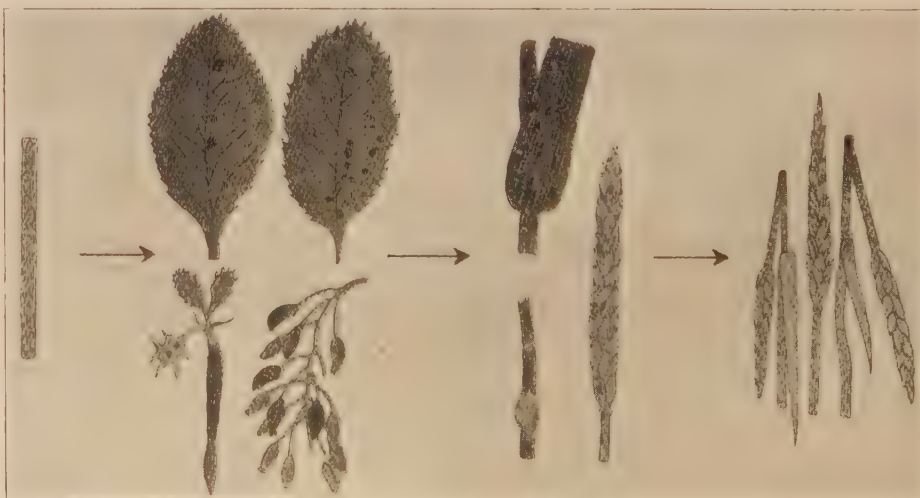
INDIA'S wheat crop for 1917-18, is shown by the first official forecast to include the yield from 33,912,000 acres, against a total of 31,383,000 acres shown in the first forecast for 1916-17, an increase of about 8%.

Under Indictment.

Every grain handler and grain grower knows quite well what is meant by the "black rust scare" that annually comes up for consideration shortly before harvest time in the northern wheat growing sections of the middle west and in the north-west. The painful memory of its effect on the markets of the world and the recollection of the efficiency with which black rust can wipe out a crop prospect that has been highly satisfactory are all too fresh to need another recital. It is estimated that about 100,000,000 bus. of wheat was destroyed by this disease in 1917 and that it is to its door that we can lay most of the blame for wheatless days and many of the food control regulations.

When these things are considered it becomes a source of satisfaction to know that an indictment has been returned against the agent which is responsible for the dissemination of this disease of wheat, and that it only remains now to proceed with the work of execution. The indictment was returned, and sentence was passed, by the scientists of the country, who say that the name of the felon is *Berberis vulgaris*, known to many as the common barberry or the barberry bush. It was first known among the Himalayas of central Asia, where it still grows wild and it came to America some time in the 17th century. For a long time it was used for medicinal purposes, dyes were made from its bright red berries, and teeth for garden rakes from its stems but for many years its only useful purpose has been to serve as an ornamental shrub in yards.

From this it would seem hardly possible that Mr. Barberry can have anything to do with black rust, but it happens that only a portion of his story was known to us until recently, when scientists discovered that, in order for the rust to live, it is necessary for it to spend one stage of its existence on the leaves of the barberry bush. In the life cycle of the black rust, which is a fungus growth, it lies dormant during the winter on straw, stubble and grasses, the spores germinating in the spring and floating in the air until they alight on some object. Those which alight on vegetation other than the barberry or on inanimate objects are unable to continue their existence and pass away without leaving a record; those falling upon leaves of the barberry take hold, develop, spread and multiply. In a few days



Black
Spores
from
Stubble.

Barberry
Leaves
in
Spring.

Young
Wheat
as
Red Rust.

Ending with
Black Rust
on
Ruined Wheat.

small yellowish spots appear, and later those open and spores of a different kind are expelled. These spores are carried by the wind until they, too, alight to carry on the work; and if they fall upon plants of wheat, oats, rye or barley or upon many other varieties of grasses, black rust results. If it happens that a damp warm day comes soon after the spores settle on the wheat or other grain the result is disastrous.

It happens, however, that there is a way to reduce the ravages of black rust almost to nothing. The thing necessary to the application of this remedy is to eradicate the common barberry, for, as already stated, the spores must pass one stage on the leaves of the barberry, no other plant, so far as known, serving the purpose. Just why this is so cannot be explained, perhaps, except by stating that it is another of the things which Mother Nature has done for reasons best known to herself and without consulting anybody. We are grateful that the fact exists. It is well, also, to state that the Japanese barberry is believed to be immune to the disease and the stigma does not fall upon it.

In Minnesota an order has been issued requiring the eradication of the common barberry at once; North Dakota has a law prohibiting its planting and requiring that all bushes be dug up; Illinois has prohibited the importation of the plant; Sec'y of Agriculture Houston has asked the governors of the various states to issue proclamations against it.

Every common barberry bush should be dug up and burned immediately. By May 15 the spores will begin leaving the bushes, and by June 1 the damage will already have been done, because the rust cannot be stopped after it has left the barberry bush.

This is one way in which every man, woman and child can help to win the war, for by eradicating common barberry the danger from black rust is made almost negligible and that means that a good wheat crop becomes much more a probability. The grain dealer can serve by bringing the matter to the attention of his patrons and by impressing upon them the need for action. Every common barberry bush, whether it be in town or in the country, is an enemy to wheat; and the world has learned in the last year or so that an enemy to wheat is an enemy to mankind and to democracy.

COST of producing wheat in New Zealand has been calculated at \$34.37 an acre, production ranging from 27 to 30 bushels per acre.

Hoover to the Exchanges.

Herbert Hoover in reply to the plan put forward by the exchanges, telegraphed the various boards as follows:

In opening the market in corn and oats for trading in June and July futures without the restrictions of price previously imposed by the exchanges, but with the restrictions provided against speculation by the new rules adopted by the board, I trust that all members of the exchange realize that this is the greatest test that has yet been applied as to whether it is possible to conduct the legitimate and proper function of the grain exchanges in the fixing of contracts for future delivery without this very valuable service of the exchanges becoming a tool for speculative manipulation against the interests of the general public.

It seems to me also that in addition to the restrictions imposed on large trading on speculation that the exchanges should set their faces rigidly against the stimulation of minor speculation thru the operation of private wire houses. The majority of the exchange members have long recognized that this type of business in the public mind is akin to bucket shop stock speculation.

I am confident that the plan made by the exchanges is with the faith that these objectives will be accomplished, and if they can be accomplished on the voluntary basis without the interference of Federal authority there will have been established the foundation for a wider confidence thru the whole country in exchange trading. The success of the exchanges in solving the problem of the elimination of vicious manipulation of the nation's food-stuffs, while preserving the economic value of exchanges, has not only a positively necessary importance during the disturbed conditions of war but of permanent value to the trade and the country, and the success or failure of the voluntary plan toward these ends rests absolutely upon the officials of the exchanges themselves.

THE DEMANDS of war, sudden and colossal as they are, have not been responsible for this deplorable state of affairs; they merely accelerated and accentuated the inevitable result which would have come sooner or later under existing conditions. We are simply reaping the harvest of a decade of railroad baiting born of ignorance, prejudice and political expediency, which, as a people, we did not understand, and the consequences of which we did not anticipate.—Francis H. Sisson, vice-pres. Guaranty Trust Co.

On Their Way "Over There."

War comes closer home, war activities begin to take on a new and more vital aspect when the boys down the hall or on the floor below come in to say "Good Bye," an experience now common to the people of all nations engaged in the war. It was intensified this week when three of the boys in the office of Gerstenberg & Co., Chicago walked in and calmly announced they had enlisted in the navy and would report for duty Friday, April 26, at the naval training station, Great Lakes, Ill.

These young men were not content to wait until called for service by Uncle Sam. They are of the type that anticipates its duties and responsibilities and goes forward to meet them.

This trio of enlistments makes five men contributed by Gerstenberg & Co., grain merchants, to the forces Uncle Sam is to use in establishing the principle that right must rule; that might is the lack of principle which forever must be discarded.

Not one of the three had a vainglorious word to say. They were going because they wanted to get into service as quickly as they could and do what lay in their power to aid in righting the world's wrongs.

Carl W. and Raymond A. Gerstenberg and Albert P. Stoeterau comprise this trio of embryonic members of the rank of Uncle Sam's navy. They go into the training station as thousands of others have gone and if true to tradition will make their way upward, as they did in commercial circles. These three with John P. Kinnerk and Leo Walther, now at Camp Logan, Texas, former members of the National Guard, now of the National Army, comprise the quintette the office has contributed.

Carl W. Gerstenberg has been identified with the firm of Gerstenberg & Co. since 1912, and has been a member of the Board of Trade of Chicago since 1914, and active on the floor. His steadiness and application have created a big place for him in the affairs of the company and in the hearts of his associates. He is 24 years old, a solid chunk of grit and get-there.

Raymond A. Gerstenberg has the adaptability which the man on the road must acquire, particularly if he be traveling for a grain house. He has been on the road since August, 1916, and has developed an address and selfreliance that should carry him far on the road to Berlin.

If any one can have more duties or more important duties than the assistant manager of a big grain elevator, they will have something on Albert P. Stoeterau, the third member of the group. He is 26 years of age and has been identified with the grain business since he started to work, for several years serving as assistant manager at Walcott and Bennett, Iowa. He has been with Gerstenberg & Co. since 1916.

Our army and our navy is composed of all types of men, but the cleancut, virile-minded men of this class predominate and will dominate their action, and far, far more important, their thought and purpose. When Adolph Gerstenberg gives his boys, he gives the best he has, and all else he has, or others of us have, is pledged in the same way to the same cause.

PLANS for shipping the enormous wheat supply of Australia to the United States probably will be made when Premier Hughes of that country visits this nation.



Carl W. Gerstenberg, Raymond A. Gerstenberg, Albert P. Stoeteran, Chicago, Ill.

Seeds

Tingley, Ia., April 20.—Strong seed corn is scarce.—H. E. Tuttle.

LIVINGSTON, MONT.—The Brown Seed Co., of this city, will establish a wholesale department.

KANSAS CITY, MO.—The stock in the seed elevator of the Ruddy-Patrick Seed Co. was considerably damaged by fire April 14.

SEED merchants of Texas met at San Antonio recently to protest against "at cost" competition carried on by the government.

PRODUCERS and wholesalers of seeds, except flower seeds, are given priority in coal supply in Preference List No. 1 of the War Industries Board, issued Apr. 10.

A NORTHEASTERN INDIANA seed firm writes C. A. King & Co.: "Seed may well be worth the price if the crop does not turn out well; but there is a big acreage and a fine stand of clover. If it summers as well as it wintered, we will have a good seed crop."

MINNEAPOLIS, MINN., Apr. 24.—We have made inquiry as to the flax acreage and the indications at present are that North Dakota will show a decrease for the state of perhaps 25%; Minnesota, South Dakota and Montana a probable decrease of 10%.—The Van Dusen Harrington Co.

TOLEDO receipts of clover seed for the week ending Apr. 20 were 460 bags, and shipments 258 bags, against 1,331 received and 1,341 shipped during the corresponding week a year ago. For the season the receipts have been 29,800 bags, and shipments 59,500 bags, against 59,600 received and 51,000 bags shipped during the corresponding period of the preceding season.

WILT AND RUST RESISTANT flax seed will enable the farmers of the northwest to succeed in raising flax as a part of his regular crop rotation, declares Press Bulletin 57 of the North Dakota Agricultural Experiment Station. Seed of this variety, obtained by the station, is said to grow a normal or perhaps better than normal crop of flax on old wilt-sick lands, previously long cropped to flax. The seed retains its resistant qualities as long as it is properly handled.

OCTOBER clover fluctuates with the speculative demand. It has fluttered between

Imports and Exports of Seeds.

Imports and exports of seeds for February, 1918, compared with February, 1917, and with comparative figures for eight months ending with February, compared with the corresponding period of 1916-17, as reported by the Bureau of Domestic and Foreign Commerce, were as follows:

| | IMPORTS. | | | |
|----------------------|----------------|----------------|-----------------------|-----------------------|
| | February 1918. | February 1917. | 8 mos. ended 1917-18. | 8 mos. ended 1916-17. |
| Flaxseed, bus. | 1,176,109 | 77,474 | 6,457,298 | 8,633,106 |
| Red clover, lbs. | | 526,834 | 95,232 | 3,217,968 |
| Other clover, lbs. | 853,081 | 929,719 | 4,250,193 | 9,104,916 |
| Other gr. seed, lbs. | 2,176,693 | 880,759 | 4,584,242 | 6,467,109 |
| Sugar beet, lbs. | 2,733 | 861,924 | 12,215,058 | 11,874,534 |
| | EXPORTS. | | | |
| | February 1918. | February 1917. | 8 mos. ended 1917-18. | 8 mos. ended 1916-17. |
| Flaxseed, bus. | 298 | 55 | 6,963 | 487 |
| Clover seed, lbs. | 887,052 | 582,138 | 8,160,062 | 4,353,434 |
| Timothy, lbs. | 1,287,731 | 1,697,166 | 6,686,376 | 10,823,960 |
| Other gr. seed, lbs. | 422,382 | 848,068 | 2,678,740 | 3,758,255 |

fourteen and fourteen fifty. Keep your weather eye open. Prospect is favorable in most sections, but crop has five months more to travel. July and August are the critical months. There is very little old seed left. That is one reason why October seed started so high. Year ago carry over was liberal. Big crop is due this year. Will history repeat? There may be no imports. Timothy has braced up a little this week. September wanted by bulls and shorts. September means new crop which promises small. Carry over is very large.—C. A. King & Co.

TOLEDO, O.—Clover seed very quiet this week. Naturally so when the season about comes to an end. A few lots of off grades been kicking around waiting for a buyer. One appeared latter part of week, but the bids were on a basis of the October, or a carry-over price. Those who don't care to own it must take the price, as no sowing demand of any consequence is in evidence, and that demand is for the best grades. A few bags of prime still left, but not enough to cause worry. Probably at no time during the last ten years has red clover seed the world over been so scarce as today, and unless this country raises a bumper crop cheap prices next year are not likely. No help can come from abroad. Ending of the war would start a world demand for all kinds of seed, but peace is not in sight.—J. F. Zahm & Co.

Treat Seed for Smut.

"Smut is absolute waste, treat your seed," is the caption in large type on a poster sent out by the North Dakota Agricultural College and U. S. Dept. of Agriculture co-operating. A card also is being mailed, with the following directions:

Prepare a solution of formaldehyde in the ratio of 1 part formaldehyde to 320 parts water (1 pint to 40 gallons). Ask your druggist for formaldehyde of guaranteed 37 per cent strength. It costs about 50 cents per pound. Use good seed. Before treating, clean with a fanning mill

to remove smut balls and poor or scabby seed. Spread seed on the granary floor or in a wagon box 4 to 6 inches deep. With a sprinkling can apply the formaldehyde solution at the rate of 1 gallon to 1½ bushels. Shovel over until the seed mass is evenly wetted. Pile and cover 2 to 5 hours with bags or canvas previously treated with formaldehyde. Make germination tests of treated seed to determine amount of injury. Increase amount of seed per acre to cover injury and swelling.

To Stimulate Flax Production.

A conference of the linseed oil representatives and agricultural authorities has been held at Fargo, N. D., to devise means of stimulating flax production this year. Growing flax was held to be as patriotic as raising wheat, for vast quantities of linseed oil are required in war work and needed in making waterproof garments for the soldiers.

Representatives of the oil industry emphasized the necessity of making it easy for farmers to secure seed flax in the event they have new ground they could sow. A supply of good seed has been accumulated at Fargo and will be offered in a supplemental way where seed men are unable to furnish the grower or where exorbitant prices are asked. Agricultural authorities claim there is no shortage of seed flax, but that it is not properly distributed for delivery to farmers. A census of supply will be taken. County agents and representatives of the agricultural department will aid in the distribution.

Special bulletins are to be issued, calling attention to the availability of seed and pointing out the cost and return per acre as compared with that from other crops.

NAMES of all inspectors holding federal licenses Mar. 11 are published in Service and Regulatory Announcements, No. 31, issued by the U. S. Dept. of Agriculture.



Uninjured Concrete Tanks and Wreckage of Burned Elevator of Marfield Grain Co., at Minneapolis, Minn. [See facing page.]

The Fight for Clean Grain.

Necessarily the fight for clean grain, whether it be rye, wheat, barley or other of the small grains, must antedate by several stages the appearance of the grain on the market. Milwaukee is complaining loudly of the large quantity of ergot and other foreign matter in rye reaching that market.

A big campaign has been conducted by the state board of agriculture to secure the planting of seed freed from ergot by treatment before planting and with the greater attention now being given to the production and use of pure bred seed the quality of the rye reaching the market this year should show a big improvement.

Commenting on this campaign R. A. Moore, Agronomist for the Wisconsin Agricultural College, makes these important suggestions:

The first calls for the abolition of the custom of threshing grains from the fields, due in part to the shortage of labor.

I am inclined to think that we could start a campaign later in the season and by securing all of the grain purchasers to co-operate in giving advice thru the press and otherwise we might be able to remedy this. However, it would be a hard year to attempt it as all farmers are short of help and they feel by drawing and sacking they require extra help. If they could realize they would get their money back by producing a better quality of grain they would not be guilty of going further with this field threshing.

The farmers that are putting grains upon the market never think of running them thru the mill before selling them. They merely take the grains as they come from the threshing field. All farmers ought to grade grains before putting them on the market.

He urges the chamber of commerce to sound a note of warning and to refuse to take grains in the condition offered.

EXAMINATION for assistants in grain-dust explosion work has been announced by the U. S. Civil Service Commission. Salaries will range from \$1,440 to \$1,800, depending on the qualifications of the appointee.

Concrete Twice Resists Fire.

As a fire-resisting material of construction reinforced concrete has come thru several tests with flying colors. The bad spalling of concrete tanks at Louisville some time ago is simply the exception that proves the rule, for there the damage by fire must have been due to some abnormal condition.

If any test were needed to restore confidence in concrete as a fireproof material the two fires at the concrete elevator of the Marfield Grain Co., Minneapolis, should be sufficient. As shown in the engraving the concrete tanks sustained no damage, the dark marks being only a smudge of smoke and deposits of soot. The heat from the burning cribbed wooden working house was intense at the time of the first fire in 1910. The two end tanks against which the flames played came thru unharmed and no damage was done to their contents.

The second fire, Apr. 9, 1917, which completely destroyed the working house again subjected the concrete tanks to a high degree of heat; but again the tanks and contents escaped without damage.

The first cribbed house and six tanks of 225,000 bus. capacity were built in 1908. In 1910 the working house was rebuilt in cribbed construction and the number of concrete tanks increased to 20, the Hickok Construction Co. doing the work.

After this second experience with the loss of the working house, it was determined to rebuild in reinforced concrete, and the contract was let to the Hickok Construction Co. to rebuild the working house with the addition of two extra tanks.

The concrete structure which replaced the former cribbed elevator comprises 15 working bins, 20 storage bins, and two round tanks, and working stories.

The working house is equipped with two main receiving legs of 8,000 bus. capacity per hour, and two cleaner legs. The legs, spouts and cross spouts are so arranged that grain can be taken in on one side, shot across and dropped directly into car on the other side without entering a bin. These direct spouts are fitted with garners and cut-off gates for regu-

lating the amount of grain loaded into car. The four legs are all equipped with distributor spouts operated from the work floor.

All machines, conveyors and legs are driven by independent motors, controlled from a central point on the work floor. The car puller and car shovels are driven by a motor on the work floor. The car puller is of the double drum type, 20 car capacity and is located in the basement. On each side of the elevator is a 150 ton track scale.

The house is fully equipped with labor saving devices, a modern dust collecting system, speaking tubes and passenger elevator.

Meeting with Grain Corporation Apr. 30.

The Grain Corporation, thru Julius H. Barnes, pres., has invited a limited number of representatives of grain trade ass'ns to meet with the Grain Corporation at 10 a. m., Apr. 30, at 65 Liberty street, New York.

In his call Mr. Barnes said:

"In view of the assured large acreage of wheat and the present promise of such wheat crop as may alter the necessity for careful apportionment and distribution which prevailed during the past year, the grain corporation would like to consult the grain handling trades and obtain their views and opinions as to possible alterations in regulations or restrictions which may be made without jeopardizing the protection of producers and consumers and the fair apportionment between allied needs and domestic requirements both in the event of a very large crop and of a possible more moderate out-turn. At this conference questions affecting coarse grains will also be considered and expression of views welcomed. For this purpose an invitation is extended for a conference with the grain corporation organization in New York April 30, at the chamber of commerce."

Different reports are current as to whether Mr. Barnes desires one, three or five representatives from each of the state grain dealers ass'ns.

Each of the grain exchanges will name three delegates, and all other organizations five delegates each.

The Council of Grain Exchanges will be represented by J. H. MacMillan, pres., Minneapolis; F. C. Vincent, Kansas City; W. T. Cornelison, Peoria; Nesbit Grammer, Buffalo; W. N. Eckhardt, Chicago.

Chicago Board of Trade: A. Stamford White, pres., H. N. Sager and Robert McDougal.

Illinois Grain Dealers Ass'n: J. H. McCune, Ipava, pres.; E. M. Wayne, Delavan, and H. I. Baldwin, Decatur.

L. W. FORBELL has been appointed to fill the vacancy on the Legislative Committee of the Grain Dealers National Ass'n., created by the resignation of Frederick A. Meyer, who becomes fuel administrator of Maryland.

VALUABLE but not timely is the trade characterization of report by Bureau of Markets, U. S. Dept. Agriculture, showing commercial stocks of wheat and flour, in the United States Aug. 31, 1917, published under date of Feb. 28 and mailed April 16. Wheat stocks reported were about 75,000,000 bus. or less than two months' supply. Flour on hand was reported to be 12,000,000 lbs., sufficient to last about six weeks.



New Concrete Working House and Storage Annex of Marfield Grain Co., at Minneapolis, Minn.

Grain Trade News

ARKANSAS

Arkadelphia, Ark.—We are increasing our corn plant 750 bbls. daily.—Arkadelphia Mfg. Co.

Little Rock, Ark.—A corn meal mill is being erected for the Cunningham Com'n Co. by Kaucher Hodges & Co.

Little Rock, Ark.—The Niemyer Grain Co. has increased its capital stock from \$50,000 to \$100,000.

Stuttgart, Ark.—A flour and corn mill, also a grain elvtr., are being built for the Arkansas Grain Co. by Kaucher, Hodges & Co.

Jonesboro, Ark.—We are going to erect a grain elvtr. as soon as we can get the plans. This is a new corporation with a capital stock of \$20,000. G. W. Puryear is pres. and J. W. Little is sec'y-mgr.—Farmers Mill & Gin Co.

CALIFORNIA

Amador Valley sta. (Pleasanton p. o.), Cal.—H. P. Mohr contemplates erecting an elvtr. at this place.

Arbuckle, Cal.—An elvtr. to be built along the west side of the Sacramento river is being planned for this place.

San Miguel, Cal.—The Farmers Elvtr. Co. has been incorporated for the purpose of erecting an elvtr., and to buy, sell and store grain, hay, and mill feeds of all kinds; capital stock, \$50,000.

Murrietta, Cal.—An elvtr. to cost \$15,000 will be erected at this place by members of the Farm Buro. It will consist of a series of tall cylindrical concrete grain bins 30 or more feet high. These bins will be close together and the spaces between will be filled with grain, thus utilizing all the space. The plant will be enlarged as needed.

Monroeville, Cal.—Ground has been broken for the 6 concrete grain elvtr. containers to be erected at once by Andrew Kaiser to handle this year's barley and wheat crop in bulk. Each tank will be 60 feet high and 20 feet in diameter, and will be constructed of reinforced concrete. The elvtr., which will be on the new Harrington branch of the Sou. Pac., will also have easy access to water transportation.

Dixon, Cal.—The Farmers Union Elvtr. Co. has decided not to build an elvtr. this spring. Estimates running from \$16,000 to \$35,000 for a 60,000-bu. elvtr. have been confusing, and the offer of the government to allow a certain amount for the bag in the purchase of wheat, has had an influence with the grain men. However, a com'te has been appointed to keep the matter alive until next fall as many of the grain growers think it is only a question of time when all the grain will be handled in bulk.

CANADA

Peterboro, Ont.—George Mather, a well known grain merchant of this city, aged 58 years, died recently of heart disease.

Melfort, Sask.—Arrangements are being made to erect a 30,000-bu. capacity elvtr. here, and to have it ready for this year's crop.

Winnipeg, Man.—The Brooks Elvtr. Co., Ltd., incorporated; capital stock, \$50,000.

Laurier, Man.—A new elvtr. at this place burned recently, the cause of the fire being unknown.

Winnipeg, Man.—The Grain Exchange has contributed \$63,000 to the Red Cross. The subscriptions of outside grain firms amount to \$4,800 and these will be added

to the Grain Exchange total. In addition, several of the large grain companies have not yet reported.

FORT WILLIAM LETTER.

Upon the appeal entered before the Board of Grain Commissioners by the Fort William Grain Co. against the decision of an inspector refusing inspection of a lot of grain which the Davidson & Smith Elvtr. Co. had been requested to take in from the steamer Fryer, the Board recently confirmed the inspector in his action. The appeal had been pending for some time.

An order issued by the board of grain supervisors April 17 cancels, effective May 1, order No. 28, and provides that on all street wheat owned by country elvtrs. on the Stirling, Coutts, Cardston, Raley, Aldersyde, Macleod, Taber, Crow's Nest, Maple Creek, Brooks, Cleichen, Suffield, Irricana and Langdon subdivisions of the C. P. R. (except street wheat in flour mill bins as provided in section D of Order 26) carrying charges of 1/25 of 1c per day shall be paid. The order is to remain effective until May 31.

A number of proposed amendments to the Canada Grain Act have been submitted to Sir George Foster, minister of trade and commerce. The amendments have been drafted at the instance of the Board of Grain Commissioners, and one of them deals with the creation of a board of appeals which would have power to revise the decisions of inspectors, and is to be composed of 3 members, one each to be nominated by the Commission, the grain exchanges, and the ministers of agriculture of the 3 prairie provinces. Request has also been made to incorporate in the law a provision giving the Commission authority to inflict fines and convict to prison offenders coming before it and found guilty of certain practices.

COLORADO

Bethune, Colo.—I will add bean equipment and a cleaner to my elvtr. here.—J. E. Rule, Clayton, Kan.

Burlington, Colo.—Hugh Baker will add a bean house and bean cleaner to his elvtr.—J. E. Rule, Clayton, Kan.

Denver, Colo.—Edward L. Bloom, formerly chief accountant for the Crescent Flour Mills, is now in the aviation division of the U. S. army, and stationed at San Diego, Cal.

Loveland, Colo.—Our loss in the recent fire was nominal. The fire was in the chop mill, not in the elvtr. and was caused by a short circuit from power wire. There was very little grain in the elvtr. We will soon be ready to operate the mill again as the building was not damaged much.—Lucas Brandt, mgr. Loveland Elvtr.

Walker sta. (Johnstown p. o.), Colo.—The new elvtr. of the Colorado Mfg. & Elvtr. Co., of Denver, at this place, is completed. It is built of concrete, and has 10 bins, with a capacity of 50,000 bus. It also has a 2,000-bu. per hour leg, an automatic scale, and a cleaner. An electric motor furnishes the power. The Burrell Engineering & Construction Co. was the builder.

Ordway, Colo.—A newly organized company, now being incorporated, has purchased the property of the Tiedmann Merc. Co. of this city, and will shortly take over the business. The incorporators are M. E. Fuller, of Pueblo; A. J. Dean, and A. C. Denney, of La Junta. The property acquired consists of the large elvtr., located south of the railroad tracks, and other buildings. The new company will do a general grain and elvtr. business.

IDAHO

Kamiah, Ida.—Work has started on the 40,000 bu. elvtr. to be built here.

Culdesac, Ida.—The Tri-State Terminal Co. has purchased 2 Hall Signaling Distributors.

Orofino, Ida.—The Orofino Rochdale Co. will install a Hall Signaling Distributor in its elvtr.

Genesee, Ida.—The Hickok Construction Co. is building one 100,000-bu. and one 60,000-bu. elvtr. for us. These, in connection with our 40,000-bu. elvtr., will give us 200,000 bu. storage capacity, with cleaning, washing and feed grinding equipment.—Genesee Farmers Union Whse. Co., Joe Knapps, mgr.

Cottonwood, Ida.—The Cottonwood Mfg. & Elvtr. Co. has let contract for the erection of a new reinforced concrete grain elvtr. and mill and storage warehouse to cost \$52,000. The elvtr. will consist of 11 concrete bins under 1 roof, 135 feet high, with a combined storage capacity of 110,000 bus., and will be fireproof. The company now operates a large flour mill and a frame elvtr. adjacent to the site of the new building.

ILLINOIS

Fairview, Ill.—The Farmers Elvtr. Co. is building a storeroom, 30x50 feet.

Borton, Ill.—Ray Ogden is now mgr. for the Brocton Elvtr. Co. at this place.

Gilman, Ill.—The Gilman Grain & Coal Co. incorporated; capital stock, \$20,000.

Chenoa, Ill.—Hayward Bros. are contemplating installing a drier in their elvtr.

Alvin, Ill.—The Farmers Elvtr. Co. has sold its elvtr. at this place to S. R. Watson.

Gardner, Ill.—Joseph Thornton will have charge of the elvtr. of J. W. Thornton & Sons.

Maple Park, Ill.—I will build new coal sheds at my elvtr. at this place.—Ed Conlin.

Streator, Ill.—A large elvtr. 4 miles west of here, on the New York Cen. R. R., was burned recently.

Birkbeck, Ill.—Harrison, Ward & Co. have sold their elvtr. at this place to A. A. DeLong, of Clinton.

Sciota, Ill.—Fahnestock & Rush have sold their elvtr. and store building to the Farmers Elvtr. Co.

Cullom, Ill.—I am now mgr. of the elvtr. and lumber yards of M. R. Meents & Sons.—Harold R. Meents.

Rantoul, Ill.—J. C. McCrea, formerly mgr. for the Rantoul Grain Co., has removed to Clinton, Ia.

Mason City, Ill.—The Farmers Grain & Coal Co. has increased its capital stock from \$5,000 to \$30,000.

Booth sta. (Gardner p. o.), Ill.—Joseph Thornton will have charge of the elvtr. of J. W. Thornton & Sons.

Hamel, Ill. (R. F. D. Alhambra)—W. L. Wolf has sold his elvtr. to George Cassens, proprietor of a feed store.

Flatt, Ill.—The Flatt Farmers Grain & Service Co. has succeeded the Flatt Farmers Elvtr. Co. at this place.—X.

Egan, Ill.—I have removed from this place to Esmond.—M. C. Simpson, formerly agt. for the H. A. Hillmer Grain Co.

Gilman, Ill.—We have replaced our gasoline engine with an electric motor.—R. F. Cummings Grain Co., Geo. O. Cox, agt.

Jacksonville, Ill.—F. J. Blackburn will install a complete line of machinery in the 10,000-bu. capacity elvtr. he is building here.

Crescent City, Ill.—I have been out of the grain business for some time, but am thinking of re-entering it again.—Peter McDermott.

Welton, Ill.—Miesenhelder Bros. recently purchased the elvtr. of S. Q. Hooks at this place. They will install new machinery and put the elvtr. in good condition to use in connection with their milling business.

Woodson, Ill.—The Woodson Farmers Elvtr. Co. bot the elvtr. of Lewis Bradley & Co. and took possession Apr. 6.—H. J. Hagan, mgr.

Wyoming, Ill.—I bot one-half interest in the Wyoming Grain Co., formerly the John P. Code Co., and have taken possession.—J. C. Madden.

Atwood, Ill.—C. G. Lough, formerly mgr for the Farmers Elvtr. Co. at Sidell, is now mgr. for the Atwood Grain & Supply Co. at this place.

Gibson City, Ill.—I have just returned from a trip to the land of sunshine and flowers, California, where I had a fine time.—W. E. Proctor.

Rochelle, Ill.—I have let contract for an addition to my feed warehouse, and I am doing some minor repair work in my elvtr.—P. R. Diederich.

Moweaqua, Ill.—A. E. McKenzie, of Taylorville, will be mgr. of the elvtr. at this place, which the McKenzie Co. recently bot of C. A. Davis.

Rantoul, Ill.—We have purchased the coal sheds and business of the Alexander Lbr. Co. of this place.—Rantoul Grain Co., J. Summers, mgr.

Edinburg, Ill.—Seth McClintick has removed to Taylorville, where he will succeed J. F. Ellis as mgr. of the elvtr. of the Farmers Grain Co.

Lexington, Ill.—Ed. Murphy has sold his coal business to A. P. Schantz, who will continue the business from his elvtr. near the C. & A. tracks.

Sidell, Ill.—C. G. Lough, formerly mgr. for the Farmers Elvtr. Co., has removed to Atwood, where he will be mgr. for the Atwood Grain & Supply Co.

Lovington, Ill.—The Farmers Grain & Produce Co. incorporated; capital stock, \$20,000; incorporators, Charles A. Gregory, J. N. Drake, and E. L. Beall.

Taylorville, Ill.—A. E. McKenzie will remove to Moweaqua, where he will have charge of the elvtr. which the McKenzie Co. recently bot of C. A. Davis.

Kankakee, Ill.—The Kankakee Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators, William Schilling, Charles Asher, G. W. Vaughan, Jr.

Metcalfe, Ill.—The Farmers Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, Harry Brook-Jones, O. J. Linebarger, Clarence E. Smith, and others.

Guthrie, Ill.—Henry Colwell is pres. of the newly organized Guthrie Farmers Elvtr. Co., and C. E. Bledsoe is sec'y. The company expects to be soon ready for business.

Dixon, Ill.—We have purchased material and will install a new boot and head in our elvtr., and we are considering the installation of a corn sheller.—Public Supply Co., D. H. Law.

Virginia, Ill.—Frank M. Robertson, formerly with the Peterfish-Skiles & Co. bank, has removed to Decatur, where he will engage in the grain business with E. B. Conover, of Springfield.

Marseilles, Ill.—J. V. Shaughnessy, grain dealer, has been authorized by the Illinois Seed Corn Administration of the State Council of Defense to attend to the seed corn situation in this vicinity.

Decatur, Ill.—Frank M. Robertson, formerly with the Peterfish-Skiles & Co. bank, Virginia, has removed to this place where he will engage in the grain business with E. B. Conover, of Springfield.

Buffalo, Ill.—Lloyd W. Young, formerly mgr. for E. B. Conover, Inc., at this place, has removed to Walker where he will be mgr. for the Robertson & Conover Grain Co. He will be succeeded here by his brother, Wayne Young, of Dawson.

Taylorville, Ill.—Seth McClintock will assume his duties as mgr. for the Farmers Elvtr. Co. May 1. He was elected to fill the vacancy caused by the resignation of J. F. Ellis, who will retire from active business to make his home with his daughter near Assumption.—Farmers Grain & Produce Co.

Leonore, Ill.—We are contemplating installing an additional leg in our elvtr., also 100 feet of belting, boot, cups, and head and interchangeable distributing spouts for 2 legs.—Leonore Farmers Elvtr. Co.

Gridley, Ill.—We will not install a drier at present. We have purchased a cleaner, which we expect to arrive any time. This mill will be installed in our elvtr. here to clean corn.—Hayward Bros., J. C. Guingrich, mgr.

Nilwood, Ill.—My elvtr. business has been sold to the Nilwood Grain Co., composed of Elmer Turley, of Mount Pulaski, and James Higginson, of Harvel, who are also opening a lumber yard in connection with the elvtr.—Clarence Kime.

Cadwell, Ill.—Work has started on the repairs to the elvtrs. of C. F. Davis. In addition to the work on the elvtrs. Mr. Davis will build a lumber yard, which he will operate in connection with his other business interests.

Danforth, Ill.—We have installed 2 20-h.p. motors in our south elvtr. and are now operating both north and south elvtrs. with electric power. We expect to build an office this summer.—Farmers Elvtr. Co., J. W. Overacker, mgr.

Pierson, Ill.—The Pierson Grain & Supply Co. has bot the grain, coal, lumber and building material business of Horton & Collins at this place. The consideration was approximately \$28,000. John Schable is pres. of the company and J. O. Chambers is sec'y.

Thawville, Ill.—The Thawville Farmers Grain Co. purchased the 90,000-bu. capacity elvtr. of G. W. Maddin, Apr. 13, and will take possession as soon as 5 or 6 cars of oats can be shipped out. The company also acquired his coal business. J. W. Lawrence is pres. of the company, and Thomas Y. Shear is sec'y.

Clinton, Ill.—Harrison, Ward & Co. have sold their elvtrs. in this city and Birkbeck to A. A. DeLong. Mr. DeLong in turn transfers his holdings in the other company concerns to Harrison, Ward & Co. He retires from the company for business reasons only. Harrison, Ward & Co. will continue their central office here.

Walker, Ill.—We have purchased the 2 elvtrs. and other property owned by Homer Andrews at this place. Extensive improvements are being made, and 2 No. 3 Hess Driers and a new 80-h.p. boiler are being installed. Lloyd W. Young, formerly mgr. of the elvtr. of E. B. Conover, Inc., at Buffalo, has accepted the position of mgr.—Robertson & Conover Grain Co.

Milford, Ill.—The Milford Farmers Elvtr. Co. will take over the grain business here as soon as permission is obtained from the Illinois Public Utilities Commission. The company is incorporated with a capital stock of \$25,000, and is planning to purchase the elvtr. of W. W. Evans. There is also a possibility of the Hutchins elvtr. being purchased. Gilbert Vennum is pres. of the company, and F. D. Vennum is sec'y-treas.

Buckley, Ill.—Frank J. Craner, Sr., aged 70 years, who was employed at the elvtr. of the Buckley Farmers Grain Co., met his death in an oats bin at the elvtr. recently. The oats were low in the bin and Mr. Craner was down shoveling them thru the chute so that the bin could be emptied and cleaned out. George Hull, foreman of the elvtr., noticing that the oats were not coming down reached up and felt a man's foot. On investigation they found Mr. Craner lying on the oats dead.

Pittsfield, Ill.—We purchased the elvtrs. belonging to the Anderson-Garner Co. located at Pike sta. (Rockport p. o.), New Canton and Rockport, and formally took possession Apr. 3. They will be operated henceforth under the name of the King Elvtr. Co., although owned by this company. The same local mgrs. will continue, and we have not decided as yet what improvements, if any, will be made. The additional storage for this company will be approximately 45,000 bus. We shall conduct a wholesale and retail flour, feed and fuel dept at each branch.—M. D. King Mfg. Co.

Raymond, Ill.—Work has been started on the new concrete elvtr. to cost \$20,000, which the Farmers Elvtr. Co. is erecting at this place. It is being constructed on the site of the Oberle grain office, which the company recently bot. Up-to-date machinery of every kind needed in this section will be installed in the elvtr. F. A. Todt is mgr. for the company, which will conduct the old elvtr. as well as the new one.

CHICAGO NOTES.

Thomas W. Burns, an old member of the Board of Trade, died recently.

Directors of the Board voted to close the Board of Trade at noon on Friday, Apr. 26, Liberty Loan day.

The wife of S. Warren Lamson, of Lamson Bros. & Co., members of the Board of Trade, died Apr. 13.

William J. Mullins, trader in oats for the J. Rosenbaum Grain Co., slipped in the pit and fell recently, breaking his leg in two places.

James S. Templeton & Sons have given up their food administration grain corporation license. The latter has given them only 3 cars a week since last September.

Eighty-nine men have been turned out for the signal service by the Board of Trade Signal School within a month. There are 100 men in the school at present.

The charges for the inspection of grain that comes here are to be collected direct from the consignee of the grain by the state grain inspection dept., instead of by the railroad companies.

Harry E. Risser, a state grain inspector, was held to the grand jury by a coroner's jury, Apr. 17, accused of manslaughter in connection with the death of James Murray, who was run down by Mr. Risser's automobile a few weeks ago.

James E. Bennett & Co. announce admitting to partnership in the firm of Frank A. Miller and Frank J. Saibert, who have for many years been in Mr. Bennett's employ, in important positions. The style of the co-partnership will be as before.

Two armed bandits made a social call at the offices of the Williams Grain Co. in this city Apr. 23. After pleasantly chatting with 2 women employes of the place, and punctuating their conversation with flourishes of revolvers, they departed taking with them \$90 from the cash drawer.

The Liberty Bond drive at the close of the Board of Trade Apr. 22 netted around \$400,000, Mary Pickford being the drawing feature. Total sales to date aggregate over \$2,120,000, or 117 per cent of the quota. Sales by the United States marine recruiting station in the Board of Trade building have been \$75,000 to date.

G. H. Tanner, Jr., and George Clearman have applied for membership in the Board of Trade, Paul A. Ditt, Frank A. Jost Theo. W. Swift, John H. Elker, Frank J. Saibert, N. L. Carpenter, H. J. Frenzel, George E. Newman, Lewis E. McAtee, Harry T. Johnson, and James P. Grant have been elected to membership, and the estate of Hugo D. Lehmann has posted its membership for transfer.

Trading in June and July oats commenced Apr. 23. Contracts in these months call for delivery of standard oats at the contract price and No. 3 white oats at a penalty of 1½c. With these grades deliverable on such basis it is said that Chicago will have a hedging market as safe as can possibly be devised. The vote on the new style contract, Apr. 22, was almost unanimous in its favor, only 2 members showing disapproval out of a total vote of 513.

INDIANA

Rosedale, Ind.—I am the sole owner of the Rosedale Elvtr. Co.—Leslie O. Cox, mgr.

Huntington, Ind.—We have sold our elvtr. at this place to Wasmuth & Sons, of Roanoke and Andrews. We still own and operate elvtr. at Simpson.—Weber & Purviance.

Petersburg, Ind.—My elvtr. is not in running order so as to elevate grain at all.—Miss Clyde Jackson.

Tab, Ind.—We are changing our power equipment from gasoline to steam.—Stewart Elvtr. Co., H. M. Pence.

Raub, Ind.—Jordan & Baird have purchased the elvtr. of the Flinn Grain Co. at this place.—F. J. Baird, Star City.

Rosston, Ind.—We have completed a new feed and small seed storage room, and will install a seed cleaner soon.—Moore Bros.

Foresman, Ind.—Russell Bros. have been appointed mgrs. for the elvtrs. of Lyons, Rich & Light at Julian, Weishaar and this place.

New Haven, Ind.—The Rice Cereal & Mfg. Co. has been re-organized under the name of the Rice Cereal Co. There is no elvtr. in connection.—X.

Rossville, Ind.—We have purchased the elvtr. at this place from Whiteman Bros., which they had possession of but 2 weeks.—Mattix & Reveal, N. W. Mattix.

Geneva, Ind.—The elvtr. which the Farmers Equity Union planned to build at this place has been opposed by the State Council of Defense as unnecessary.

Seafeld, Ind.—G. L. Schlademan, of Schlademan Bros., died Apr. 3, following a stroke of paralysis. He had been in the grain business here for 30 years.—C. E. Schlademan.

Middletown, Ind.—J. M. Walker & Son are making extensive improvements in their elvtr. and flour mills. They are installing a 75-h.p. motor to take the place of the old one of 15-h.p.

Walkerton, Ind.—Fire at the elvtr. of B. I. Holser & Co. April 5 did slight damage before it was discovered and extinguished. It is thought to have been started by sparks from the smokestack.

Earl Park, Ind.—George H. Hart and Mr. Rupel, of southern Ill., have purchased the Jordan & Baird interest in the elvtr. here, and will take possession at once. F. J. Baird has removed to Star City.

Losantville, Ind.—We are going to do some repairing on our elvtr. here this season. We intend to enlarge our dump and put in a chain drag feeder, also a new stand of elvtrs. and an overhead wagon hoist.—J. F. Seagrave, mgr. Thompson & Powell.

Converse, Ind.—We contemplate installing the following new machinery this season: 2 new legs, new sheller, new distributors, manlift, scales, etc. The old plant is about out of commission and we have to make some repairs.—Knox & Boyd, H. G. Boyd.

Lawrenceburg, Ind.—The Lawrenceburg Roller Mills, which also operates a grain elvtr., has commenced grinding barley and within a few weeks will start its new mill grinding corn. The new mill has a capacity of 700 bbls. of corn meal a day, and will be operated day and night.

Roanoke, Ind.—At the grain elvtr. of Wasmuth & Son on the Wabash R. R. recently, 1,500 bus. of oats, most of it in 2 cars that had just been loaded, was burned. The fire was in the loading dumps, and the loss was covered by insurance. No new machinery will be purchased.

Hoover, Ind.—We bot the elvtr. of Kinzie Bros. Mar. 30, and took possession Apr. 1. Ira N. Kinzie is mgr. We are contemplating installing an automatic scale. We do not handle grain at Twelve Mile. Our elvtr. is situated on the Vandalia R. R. and has a capacity of 4,500 bus.—Twelve Mile Equity Union, Ira N. Kinzie, mgr.

Haubstadt, Ind.—The Ziliak & Schafer Co. has been disqualified of its legal right to continue in the milling business because of the lack of a bookkeeping and accounting system. An order issued Apr. 17 by Dr. Harry E. Barnard, federal food administrator for Indiana, suspends the firm's license until such time as they have installed a system whereby the agents of the federal government may establish their conformity to the food regulations as applied to the business of milling.

Buck Creek, Ind.—The Buck Creek Farmers Co-operative Ass'n at this place, asserting that it has not been treated right in the matter of prices paid and the reception of grain by the elvtr., proposed to build an elvtr. at a cost of \$20,000. The State Council of Defense had the matter investigated and the report states that the elvtr. there is ample to meet the needs of the community.

Auburn, Ind.—The Vandalia Elvtr., which is owned by Kraus & Apfelbaum, and is under the management of Carl Wimer, is undergoing extensive repairs. The entire building is being remodeled, at a cost of more than \$5,000. New machinery, operated by electricity, will be installed. Additions will also be made to the building for the handling of grain and seeds, with a capacity large enough to carry at least 8 or 10 carloads of stock on hand.

INDIANAPOLIS LETTER.

Memberships on the Board of Trade are selling for \$575. Victor L. Wright has sold his membership to Martin Cutsinger.

Mattix & Reveal, shippers of Rossville, have been admitted to membership in the Indiana Grain Dealers Ass'n.—Chas. B. Riley, sec'y.

IOWA

Clinton, Ia.—I have removed from Rantoul, Ill., to this place.—J. C. McCrea.

Ames, Ia.—Luther Olson, formerly of Roland, is now mgr. for the Ames Grain Co.

Wilton Junction, Ia.—A. W. Chambers operates a feed mill here, but not an elvtr.—X.

Garner, Ia.—The Farmers Co-operative Society has increased its capital stock from \$25,000 to \$80,000.

Bonaparte, Ia.—The converting of the Grange building, near the depot, into an elvtr. is contemplated.

Cherokee, Ia.—I will install a new leg, a dump, and 40 feet of screw conveyor in my elvtr.—G. A. French.

Inwood, Ia.—The Farmers Elvtr. Co. has decided to rebuild its elvtr., and will soon start razing the old building.

Kelley, Ia.—We are building a 10,000-bu. addition to our elvtr. at this place.—Central Iowa Grain Co., Des Moines.

Swaledale, Ia.—I am contemplating the erection of storage tanks of from 15,000 to 20,000 bus. capacity.—J. C. Jindrich.

Sioux City, Ia.—J. C. Mullaney has recently completed and moved into a new, up-to-date office building.—J. J. Mullaney.

Roland, Ia.—Luther Olson, formerly with S. H. Frederickson, has removed to Ames, where he will be mgr. for the Ames Grain Co.

Radcliffe, Ia.—At the annual meeting of the Farmers Elvtr. Co. held recently Henry Eller was elected pres., and B. C. Clauson, sec'y.

Mediapolis, Ia.—The Farmers Union Merc. Co. incorporated; capital stock, \$25,000; S. O. Davis, pres.; Victor R. Lugin, sec'y.

Pocahontas, Ia.—The Pocahontas Grain Co. has succeeded the Pocahontas Elvtr. Co., and increased its capital stock to \$50,000.

Garwin, Ia.—At a recent meeting of the Garwin Elvtr. Co. it was decided to increase the capital stock from \$20,000 to \$100,000.

Austinville, Ia.—W. G. Austin has succeeded the H. Austin Estate, and will continue to handle grain, lumber, coal and livestock.

South English, Ia.—We expect to install a motor in our elvtr. if the transmission line is extended from North English to furnish current.—Farmers Grain & Lbr. Co., O. K. Morrison, mgr.

Ida Grove, Ia.—The excavation for the new elvtr. to be built at this place by D. E. Shorrett, has been completed. The work of wrecking the old building was completed a short time ago.

Missouri Valley, Ia.—I am now sole owner of the Valley Mills. J. N. Tamisies died last October and I bot his interest.—C. H. Deur.

Botna, Ia.—We have purchased the elvtr. of Fred Ruhs, possession to be given in a few days.—Rothschild Grain Co., Atlantic, A. Rothschild.

Cou Falls, Ia.—E. J. Wood, of Cedar Rapids, has sold his elvtr. at this place to the Home Lbr. Co., of North English. Will Zuthal is agt.

Martelle, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Lewis Kohl, G. A. Peet, E. Shotwell, and others.

Strahan, Ia.—F. J. Steele has leased the Farmers Elvtr. for a period of 5 years, and will operate it under the name of the Steele Grain Co.

Estherville, Ia.—We had a small fire in the cupola of our elvtr. caused by a hot box. The damage will amount to about \$150.—B. E. Anderson.

Odebolt, Ia.—Frank Judd, formerly with the Albert Dickinson Co., has accepted the management of the elvtr. of the Shotwell Mfg. Co., at Ord, Neb.

Marne, Ia.—The Farmers Co-operative Grain Co. incorporated; capital stock, \$25,000; incorporators, J. O. Berry, M. O. Traylor, R. M. Johnson and others.

Roland, Ia.—The Farmers Elvtr. Co. has been organized with a capital stock of \$15,000. Sam J. Nelson has been elected pres. and Knut Teig sec'y of the company.

Konigsmark sta. (Swisher p. o.), Ia.—E. J. Wood, of Cedar Rapids, has sold his elvtr. at this place to the Home Lbr. Co., of North English. Louis Janko is agt.

Anita, Ia.—J. A. Irving has sold his elvtr. to the Farmers Co-operative Elvtr. Co. Fred C. Chinn, formerly with the Farmers Supply Co., will be mgr. for the company.

Swisher, Ia.—E. J. Wood, of North English, has sold his elvtr., lumber and coal business at this place to the Home Lbr. Co., of North English. W. M. Holets is agt.

Sheldon, Ia.—W. A. Krahling, of George, has succeeded Mr. Huijbregtse as mgr. for the Farmers Elvtr. Co. The latter has registered for army service.

Panama, Ia.—The Farmers Grain & Merc. Co. incorporated; capital stock, \$30,000; incorporators, F. Pauley, T. Tessman, J. B. Leuscher, and others.

Cedar Rapids, Ia.—I have sold my elvtrs. at Konigsmark sta. (Swisher p. o.), and Cou Falls, also my elvtr., lumber and coal business at Swisher, to the Home Lbr. Co., of North English.—E. J. Wood.

Bode, Ia.—B. C. Rudolphson resigned as mgr. for the Farmers Co-operative Society several months ago and I have been in charge since. We are installing electric power and building a 500-ton coal bin.—C. O. Pfund.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Tennant, Ia.—I. W. Evans, of Underwood, has taken my place as agt. for J. F. Twamley Son & Co. at this station.—R. A. Friend, Dunbar, Neb.

Coon Rapids, Ia.—We have let contract for the erection of a modern 30,000-bu. crib elvtr. with steel siding.—Farmers Elvtr. Co., R. L. Wood, mgr.

Grand Mound, Ia.—F. Mueller & Sons are preparing to install a new motor in their elvtr., and a feed house may be built in connection with the plant.—L.

Akron, Ia.—The Miller Cereal Mills, of Omaha, which recently bot the plant of the Akron Mfg. Co., has converted it into a corn meal mill.—F. A. Edgar.

Marne, Ia.—The Farmers Co-operative Grain Co. incorporated; capital stock, \$25,000; incorporators, J. O. Berry, M. O. Traylor, R. M. Johnson and others.

Prescott, Ia.—Earl Britton, who was formerly mgr. for the Prescott Produce Co., is now mgr. for the Gault Bros. Elvtr. Co. He succeeded Mr. Gault, who has removed to Kent.

Nevada, Ia.—Glenn R. Newton, a member of the firm of Dunkleberger & Newton, grain and lumber dealers at this place, was married Apr. 18 to Miss Nona Wentz, of Oakland.

Wallingford, Ia.—The recently completed 35,000-bu. elvtr. of the Farmers Co-operative Elvtr. Co. has been placed in operation with Ole Warren, formerly of Storm Lake, as mgr.

Sioux City, Ia.—The following firms have moved into the Grain Exchange Building: McCaul-Dinsmore Co.; Mystic Mfg. Co.; J. J. Mullaney; Slaughter-Burke Grain Co.; George I. Strom.

North English, Ia.—The Home Lbr. Co. has purchased the elvtrs of E. J. Wood at Konigsmark sta. (Swisher p. o.), and Cou Falls, also his elvtr., lumber, and coal business at Swisher.

Lone Tree, Ia.—J. R. Griffin, formerly mgr. for the Union Grain & Seed Co., of Madison, S. D., is the new mgr. for the Farmers Union, which recently purchased the elvtr. of D. M. Riggs.

Calamus, Ia.—We contemplate increasing our capital stock and building a new elvtr., altho the matter is not yet decided. I have succeeded Howard Neff as mgr.—Wm. J. Eden, Mgr. Farmers Elvtr. Co.

Kent, Ia.—The Farmers Co-operative Exchange, which recently bot the business of Riggs Bros., has been incorporated to buy and sell grain, coal, lumber, live stock and all other farm produce and supplies.

Tingley, Ia.—Nat Heizer has resigned as mgr. for the Talbott Grain Co., and is succeeded by H. E. Tuttle. Mr. Heizer has accepted a position with H. W. Ferguson, who recently purchased the elvtr. of the Tingley Elvtr. Co. from G. G. Carver.

Atlantic, Ia.—Emil Rothschild, pres. of the Rothschild Grain Co. of this city, a native of Germany and having 4 brothers in the German army, has been making public addresses thruout the country in the interests of the Liberty bond campaign.

Massena, Ia.—We have let contract for a new 25,000-bu. up-to-date elvtr. to be built here by the Van Ness Construction Co., and to be completed by July 1. The elvtr. will be operated by us under the name of the Massena Grain Co., with headquarters at Atlantic.—Rothschild Grain Co., Atlantic, A. Rothschild.

Atlantic, Ia.—The Rothschild Grain Co. has remodeled its office. New windows, floors and inside wood work have been installed. They are also installing new and up-to-date scales. At the elvtr. they are putting in all hoppers bins, reconstructing driveways, and giving the entire building a thoro overhauling both inside and out.

Bristow, Ia.—The Farmers Elvtr. Co., which was recently incorporated here with a capital stock of \$25,000, has let contract to the Newell Construction & Machinery Co. for a 20,000-bu. cribbed elvtr. It will have 9 iron-clad bins, and will be equipped with electric and gas power and an auto-

matic scale. H. C. Newbury is pres. of the company, and Sherman Young is sec'y.

Laurens, Ia.—The Farmers Trading Co. is building a 50,000-bu. reinforced concrete elvtr., consisting of 4 tanks and 1 overhead bin. Equipment will include a steel leg, steel manlift, 2,000-bu. Richardson Automatic Scale, and there will be a hollow tile driveway to serve the plant. Power will be furnished by a 7½-h.p. G. E. Motor and Silent Chain Drive will be used. D. F. Hoag & Co. have the contract.

Huxley, Ia.—The Farmers Elvtr. Co. is making extensive repairs in its elvtr. The elvtr. is being built higher, and an excavation has been made below for the installation of a larger sheller. New equipment is also being added. The improvements will permit of the handling of much more grain, and in a rapid manner. Similar improvements will be made in the elvtr. owned by the company at Midvale sta. (Kelley p. o.), and the total expenditure will be at least \$4,000.

KANSAS

Denison, Kan.—An elvtr. will be built here by the Farmers Union.

Wichita, Kan.—The Kramer Grain Co. incorporated; capital stock, \$50,000.

Homewood, Kan.—The Star Grain & Lbr. Co. will build an elvtr. at this place.

Parsons, Kan.—The Parsons Mill & Elvtr. Co. incorporated; capital stock, \$12,500.

Wichita, Kan.—The Clark Burdgr Grain Co. incorporated; capital stock, \$50,000.

Le Loup, Kan.—The Star Grain & Lbr. Co. contemplates erecting an elvtr. here.

Lindsborg, Kan.—C. A. Heibert is contemplating the construction of an elvtr.

Reserve, Kan.—The Farmers Union has purchased the elvtr. of Maust & Gilmore.

Hamlin, Kan.—The Farmers Union will either build or buy an elvtr. at this place.

Denton, Kan.—The G. W. Helm Grain Co., of St. Joseph, Mo., will build an elvtr. here.

Spivey, Kan.—The Spivey Farmers Co-operative Co. incorporated; capital stock, \$20,000.

Alden, Kan.—The Farmers Co-operative Grain, Mfg. & Merc. Co. incorporated; capital stock, \$20,000.

Princeton, Kan.—We are about to start building a new elvtr. at this place.—Star Grain & Lbr. Co.

Falun, Kan.—The Farmers Union will build an elvtr. here.—Western Star Milling Co., Hugo Hed, agt.

South Mound, Kan.—The Farmers Union has subscribed money to build or buy an elvtr.—H. D. Collins.

Russell, Kan.—We are building a new office building of fireproof construction.—The Russell Mfg. Co.

Norton, Kan.—We are now building a 20,000-bu. elvtr. as an addition to our mill here.—Peerless Flour Mills Co.

Williamsburg, Kan.—The Williamsburg Lbr. Co. will build an elvtr. at this place.—Star Grain & Lbr. Co., G. A. M.

McCune, Kan.—The Farmers Union, which was recently organized at this place, has bot the elvtr. of the N. M. Smith Grain Co.—H. L. Stewart Grain Co.

Englewood, Kan.—The Englewood Co-operative Equity Union succeeds the Farmers Grain & Supply Co. at this place.—J. A. Dillon, mgr.

Klapp, Kan.—The Farmers Elvtr. Co. has let contract to the White Star Co. for the construction of an 18,000-bu. capacity elvtr.

Monmouth, Kan.—We have bot the elvtr. of the Kelso Grain Co. It has a capacity of 3,000 bus., which we intend to increase to 12,000 bus. at once.—Farmers Union, B. P. Turner, sec'y-treas.

Haysville, Kan.—The elvtr. at this place, which is owned by the Larabee Mfg. Co. was destroyed by fire Apr. 11. The origin of the fire is unknown. Between 400 and 600 bus. of wheat stored in the elvtr. were a total loss.

Kansas City, Kan.—An up-to-date elvtr. will be erected on the ranch of S. H. Velie, 20 miles from this city. The White Star Co. will do the work.

Strauss sta. (McCune p. o.), Kan.—The Farmers Union is contemplating building a small elvtr. at this station.—H. L. Stewart Grain Co., McCune.

Wellsville, Kan.—We will build an elvtr. here, and also at the following towns: Homewood, Le Loup, and Princeton.—Star Grain & Lbr. Co., G. A. M.

Home, Kan.—I have been here about 2 months. I was formerly with Shannon Grain Co. at Davenport, Neb.—J. M. Hart, mgr. Farmers Co-operative Exchange.

Fort Scott, Kan.—The Fort Scott Grain & Implement Co. is now operated as the Grain & Implement Co. W. F. Weathers has succeeded F. P. Coon as mgr.

Oberlin, Kan.—The Oberlin Roller Mill contemplates installing a new power plant, which we understand will be an oil engine.—Peerless Flour Mills Co.

Freeport, Kan.—We have no elvtr. but are incorporated to buy and sell grain, although we have not done any shipping yet. We have a portable elvtr. and expect to ship some this fall.—Farmers Co-operative Ass'n, W. T. Moyer.

Belle Plaine, Kan.—The Consumers Mill & Elvtr. Co. has been organized here with a capital stock of \$6,000. The new company will use the present mill, but will add new equipment. Charles Paxton, Frank Speer and others organized the company.

Rossville, Kan.—The elvtr. of C. E. Fritts is not being operated at present. I understand it has been leased to the Rossville Electric Light Co. for use as an engine room. Repairs are being made on the house now.—L. P. Davis, mgr. Golden Belt Grain & Elvtr. Co.

St. Paul, Kan.—The new elvtr. of the Farmers Union, which has a capacity of 29,000 bu., is nearly completed. Walter Petty has been employed as business mgr. to succeed C. D. Brogan, who was killed in an automobile accident recently.—H. D. Collins.

Liberal, Kan.—We have purchased the 25,000-bu. elvtr. and broom corn warehouse of J. P. Patten & Co., which is on a side-track with our own elvtr. and warehouse of 50,000-bu. capacity. We will erect a 200-bbl. flour mill and a corn meal mill of fair sized capacity which will be operated in connection with both of the elvtrs.—C. M. Light Grain Co., I. R. Salley, mgr.

Fort Riley, Kan.—The grain elvtr. at Camp Funston is built near the remount depot, on the Arsenal Spur of the U. P. R. R., and is to be used for the storage of oats exclusively. It is of the circular 2-bin type, with a total capacity of 84,000 bus. It is equipped with electrically driven belt and steel bucket elvtr., and power shovel for unloading cars. The foundation is of concrete and extends 14 ft. above grade to provide driveway for unloading purposes. The superstructure is of frame construction. The whole is to be completed by May 15.—Fred J. Herman, Lieut.-Col. (Cav.) Q. M. Corps.

MARYLAND

Mount Washington, Md.—The Monkton Roller Mills, Inc., of Monkton, will erect a frame and corrugated iron building, and 2 concrete elvtrs. at this place.

Baltimore, Md.—E. Steen & Bro. paid the highest price for the first choice of tables on the floor of the Chamber of Commerce at the auction sale held recently.

MICHIGAN

Brent Creek, Mich.—The Brent Creek Co-operative Co. incorporated; capital stock, \$20,000.

Elkton, Mich.—Charles L. Morse is the new mgr. of our elvtr.—Farmers & Gleaners Elvtr. Co.

Albion, Mich.—Work has been started on the new bean elvtr. that is being erected at this place by the Farmers Elvtr. Ass'n.

The elvtr. will cost \$15,000 and is expected to be ready for the fall business.

Alma, Mich.—William Griffin, who embezzled from the Alma Grain & Lbr. Co. while mgr., was convicted by the Circuit Court, and placed on probation for 5 years, during which time he must return to the company the amount of money stolen, and also pay the court costs.

McBain, Mich.—A fire which started in the elvtr. of the McBain Grain Co., recently, destroyed the elvtr., the Ann Arbor depot, 2 residences and a barn, besides melting all telephone and telegraph cables into town. The loss is estimated at \$100,000. Incendiarism is suspected.

Yale, Mich.—The elvtr. and hay shed of Wharton & Co., together with 17,000 bus. of oats and barley was destroyed by fire Apr. 13. The loss is estimated at between \$35,000 and \$40,000. The fire started from a bonfire near the hay shed of Wharton & Co. The elvtr. and shed of Middleton & Doelle, adjoining the Wharton elvtr., were saved after a hard fight. There was no wheat in either elvtr., it having been sold out. The hay sheds also were empty. The loss is partially covered by insurance.

St. Johns, Mich.—The grain elvtr. of John C. Hicks, which was recently destroyed by fire, suffered a loss of about \$60,000, partially covered by insurance. At the time of the fire there were from 7,000 to 8,000 bus. of grain in the elvtr., including about 1,500 bus. of old beans, 1,300 bus. of wheat, 3,000 bus. of oats, and 600 bus. of rye, in addition to clover seed, timothy seed, and fertilizer. Two carloads of seed corn that came in the day of the fire, had not yet been placed in the elvtr. The fire, which was discovered by a night watchman, is supposed to have been of incendiary origin.

MINNESOTA

St. James, Minn.—I am now mgr. for the Fred Beck Grain Co.—Ole Danielson.

Carver, Minn.—G. A. Bristle has been re-elected mgr. for the Farmers Elvtr. Co.

Willmar, Minn.—The Willmar Farmers Co-operative Co. contemplates erecting coal sheds.

Duluth, Minn.—W. B. Parsons, of Minneapolis, has applied for membership in the Board of Trade.

The elvtr. reported as being built at Willow Lakes, Minn., is being built at Willow Lake, S. D.

Bejou, Minn.—The elvtr. of the Atlantic Elvtr. Co. at this place has been sold to the Farmers Elvtr. Co.—X.

Erskine, Minn.—J. H. Widness has removed to St. Thomas, N. D., where he is now agt. for the Monarch Elvtr. Co.

Hanley Falls, Minn.—The Pac. Elvtr. Co., whose house I had charge of at this place, has closed for the summer.—J. H. Vanderpool.

Morgan, Minn.—Alfred Green has purchased the interests of C. B. Hushke and J. G. Jackson in the flour mill of the Morgan Mill Co.

Cottonwood, Minn.—A. E. Anderson plans to build a new office and to install additional machinery in his elvtr., which will otherwise be improved.

Boyd, Minn.—The Security Elvtr. Co. and the Federal Elvtr. Co. are no longer in business at this place, and the elvtr. buildings have been removed.—X.

St. Paul, Minn.—The new plant to be erected by the Capital City Mfg. & Grain Co. will cost approximately \$150,000. Work has been started on the foundation of the flour mill, which will have a daily capacity of 1,500 bbls. It will be 5 stories high with a concrete foundation and a brick and concrete superstructure. A grain elvtr., 12 storage tanks, a retail dep't, and a warehouse will also be constructed.

MINNEAPOLIS LETTER.

F. B. Wells, vice-pres. of the F. H. Peavey Co., who entered the service a few months ago as a major, is now a colonel in the Quartermaster's Dep't.

The George C. Harper Co. has discontinued the grain business.

W. S. Tredway has resigned as traveling solicitor for the Keystone Grain Co. to accept a position with the C. M. & St. P. Ry.

Amendments to the rules of the Chamber of Commerce, adopted by a vote of 253 to 7, gives the Board of Directors control of all pit transactions, and makes No. 3 white oats contract grade.

The following memberships in the Chamber of Commerce Ass'n have been transferred: From E. R. Tuffree to W. M. Atkinson; John D. Stone to T. H. Westmoreland; C. A. Christensen to Edgar L. Mattson.

The Chamber of Commerce Ass'n has issued the following traveling representatives licenses: To Leslie Hill to represent the Woodward-Newhouse Co. and to Eugene K. Stratton to represent the Godfrey-Blanchard Co.

The Upton Mill & Elvtr. Co. contemplates erecting an elvtr. of crib construction in this city. N. B. Updike, of Omaha, writes that the report that the Updike Grain Co. contemplates erecting the elvtr. is incorrect.

Minneapolis, Minn.—We are indebted to John G. McHugh, sec'y of the Chamber of Commerce, for a copy of the 35th annual report of that body, for the year ending Dec. 31, 1917. The volume contains 210 pages, and gives complete statistical data relating to the year's business, also a list of the officers and members of the Chamber of Commerce, and much other valuable information.

MISSOURI

Richmond, Mo.—R. V. Seward & Son will erect an elvtr. at this place with a capacity of 50,000 bus.

Pickering, Mo.—I have purchased the grain and coal business of H. F. Leet at this point.—Wilbur C. Smith.

Neosho, Mo.—The Thurman-Davis Grain Co. will erect a grain elvtr. to replace the one recently burned at a loss of \$65,000.

Platte City, Mo.—The Cockrill Grain Co. has sold out its business to the Aunt Jemima Mfg. Co., of St. Joseph.—C. C. Cockrill.

Melugin sta. (Carthage p. o.), Mo.—The farmers have erected an elvtr. at this place. Frank Briggel, of Avilla, is mgr. at present.—R. H. Howard, La Russell.

Foster, Mo.—Edgar Waller and Sam Barr, of Butler, have bot the elvtr. of the Cannon Grain Co. at this place. Mr. Waller has moved here and is in charge of the business.

Elmo, Mo.—We are now building a 10,000-bu. studded, iron clad elvtr. We intend to install a 7½-h.p. G. E. motor, Hall Signaling Distributor, Hall Non-chokable Boot, and a Richardson Automatic Scale. W. C. Bailey has the contract.—Adkins Bros.

Delta, Mo.—The large warehouse of the Cape County Mfg. Co. recently caught fire, presumably from a spark from a passing locomotive. The warehouse was full of corn and both building and contents were damaged considerably before the fire was extinguished.

Jackson, Mo.—We have let contract for the erection of a 500-bbl. meal mill, also for the installation of a complete line of machinery for handling corn. We are building an extension on each end of our mill "B," one end to take care of the mill, the other for the shelling and handling arrangements.—Cape County Mfg. Co.

Warrensburg, Mo.—We have purchased the property and holdings of the Magnolia Mfg. & Investment Co., of this city, and will continue to operate the plant at its present capacity until the new crop is available, by which time we will have the capacity increased to 600 bbls. of wheat flour and a like capacity of corn products. J. L. Rodney, pres. of the Abilene Flour Mills Co., of Abilene, is also pres. of this company, and O. F. Kelley, formerly of the Abilene Flour Mills Co., is local mgr.—Warrensburg Mills.

KANSAS CITY LETTER.

The Board of Trade and the St. Louis Merchants Exchange have resumed the exchange of daily quotations.

L. J. Morgan has been admitted to membership in the Board of Trade on transfer from J. S. Adsit. Frank T. Kane has been admitted to membership on transfer from J. P. Dolan.

W. H. Bickel, who has been associated with the Kemper Grain Co. for the past 2 years, has resigned his position with that company, and has accepted a position with the Flanley Grain Co., of Omaha.

D. F. Piazzek, second vice-pres. of the Food Administration Grain Corporation, and mgr. for the Southwestern District, gave a complimentary dinner to 38 of his office employees at the Kansas City Club Wednesday evening, Apr. 10. Each one present expressed his loyalty to the cause and assured Mr. Piazzek of their hearty co-operation in the work before the organization.

ST. JOSEPH LETTER.

The Fogarty-Kneib Grain & Mill Feed Co. is constructing a large, up-to-date grain elvtr. along the Burlington tracks. A new up-to-date corn shelling machine will be installed in the elvtr., which is expected to be completed by June 1. The cost will be \$7,000.

The membership of F. G. Endelman in the Grain Exchange has been transferred to M. C. Bruce; the membership of W. W. Phalp to J. E. Johnson; the membership of H. F. Leet, of Marysville, to F. R. Windle; the membership of J. W. Blair, of Atchison, Kan., to B. V. Sloan; the membership of G. F. Kellogg, of Skidmore, to A. B. Sreiber.

ST. LOUIS LETTER.

Oscar A. Meyer and R. E. Chamberlain have been admitted to membership in the Merchants Exchange.

By a unanimous vote the proposed amendments to the rules of the Merchants Exchange giving the Board of Directors full control over the trading by members and all adjustments and curtailments of contracts was carried.

MONTANA

Coffee Creek, Mont.—H. C. Ronish has resigned his position at the Farmers Elvtr.

Savoy, Mont.—The Equity Co-operative Ass'n has postponed the building of its 40,000-bu. elvtr. until prospects for a good crop are better.

Belfry, Mont.—The Occident Elvtr. Co. has let contract for a 35,000-bu. cribbed elvtr., with flour house and coal shed, to the Hickok Construction Co. Also for similar plants at Rapelje and Molt, on the new branch of the N. P. R. R. out of Hesper.

NEBRASKA

Nickerson, Neb.—C. B. Nance is now with the Farmers Union Ass'n.

Loup City, Neb.—Ivan Harden has bot an elvtr. here and will take possession May 1.

Ord, Neb.—I am contemplating building an elvtr. and seed houses at this place.—E. B. Weekes.

Gordon, Neb.—We are not engaged in the grain business.—Farmers Union Co-operative Ass'n.

Rescue, Neb.—Farmers have bot the elvtr. at this place.—Farmers Co-operative Co., G. E. Humlicek, mgr.

Mercer sta. (Valley p. o.), Neb.—N. A. Johnson has bot the elvtr. of the Omaha Elvtr. Co. at this place.

Pierce, Neb.—We have bot out George E. Drebert and are now operating 2 elvtrs. here.—Boche Bros. Grain Co.

The Co-operative Ass'n reported as having been incorporated at Central City was incorporated at Chapman, Neb.

Waco, Neb.—The Waco Farmers Grain Co. incorporated; capital stock, \$50,000; incorporators, George Westwood and others.

Ord, Neb.—Frank Judd, formerly with the Albert Dickinson Co. at Odebolt, Ia., has accepted the management of the elvtr. of the Shotwell Mfg. Co.

South Bend, Neb.—Henry Guthmann has bot one of the grain elvtrs. here and Edward Jumper will run it for him.

Dunbar, Neb.—The Farmers Elvtr. Co., of which I am mgr., is not connected with the Farmers Union.—R. A. Friend.

Spring Ranch, Neb.—Farmers in this vicinity have bot the Grosshans elvtr. for \$6,500 and will take possession at once.

Wynot, Neb.—Louis Arens has resigned as mgr. for the Wynot Grain & Live Stock Co. Niles Viles, formerly of Crofton, will succeed him.

Palmer, Neb.—Leonard Curren has been appointed mgr. for the Merrick County Farmers Co. He will assume his new duties May 1.

Fullerton, Neb.—J. C. Reed, formerly agt. for the T. B. Hord Grain Co. at Silver Creek, is now mgr. for the Farmers Union at this place.

Silver Creek, Neb.—I have removed here from Primrose, and have succeeded J. C. Reed as agt. for the T. B. Hord Grain Co.—F. C. Surface.

Palmer, Neb.—Leonard Curran has been employed as mgr. for the Merrick County Farmers Elvtr. Co. and expects to assume his new duties May 1.

Hebron, Neb.—We are installing a Hall Signaling Distributor, 2 electric motors, new boot and belting in our elvtr. at this place.—Hebron Grain Co.

Milford, Neb.—W. L. Hand, formerly mgr. for the Waverly Farmers Elvtr. Co., of Waverly, is now mgr. for the Farmers Co-operative Ass'n at this place.

Cotesfield, Neb.—C. H. Ender, formerly mgr. for the Farmers Grain & Supply Co., has removed to Elba, where he is now mgr. for the Farmers Elvtr. Co.

Stromsburg, Neb.—The report that we are going to build a new elvtr. is incorrect, as the elvtr. we have has only been in use a few years.—Farmers Grain Ass'n.

Nebraska City, Neb.—The Great Western Cereal Mills have been sold to Cohen Bros., of Des Moines, Ia. The building will be wrecked and the material removed.

Waverly, Neb.—W. L. Hand, formerly mgr. for the Waverly Farmers Elvtr. Co., has removed to Milford, where he will be mgr. for the Farmers Co-operative Ass'n.

Davenport, Neb.—J. M. Hart, formerly with the Shannon Grain Co. at this place, has removed to Home, Kan., where he is mgr. for the Farmers Co-operative Exchange.

Gilead, Neb.—The Farmers Union, with a capitalization of \$25,000, has been organized here. The new company will handle grain, produce, and general merchandise.

Columbus, Neb.—The Farmers Grain & Lbr. Co., which was organized a short time ago, will soon begin the construction of a new elvtr. on ground the company has leased.

Blair, Neb.—H. H. Cruickshank, formerly agt. for the T. B. Hord Grain Co., at Humphrey, has removed to this place where he is now yard man for the Crowell Lbr. & Grain Co.

Spalding, Neb.—K. S. Ballard, of Kansas, was here recently looking over the elvtr. he purchased last fall from the Omaha Elvtr. Co. Mr. Ballard intends to repair and overhaul the old elvtr. preparatory to entering the grain business here.

Humphrey, Neb.—I am the present mgr. for the T. B. Hord Grain Co. at this place. H. H. Cruickshank, the former mgr., has removed to Blair, where he will be yard man for the Crowell Lbr. & Grain Co. We are moving our lumber yards and will have the grain, hay, coal and lumber all combined.—Louis Maier.

Chapman, Neb.—The Chapman Co-operative Ass'n has been incorporated with a capital stock of \$25,000. Charles Bosselman is sec'y of the company, which has bot the elvtr. of J. Frimann, and will take possession May 1. We will use the elvtr. as it is at present, bot contemplate building a new one later.—Thos. F. Farrell, pres.

Vesta, Neb.—Mr. Woodruff, of Barnes, Kan., is the mgr. for the Farmers Union Co-operative Ass'n, which recently bot the elvtr. of the Duff Grain Co. at this place.

Ruby sta. (Milford p. o.), Neb.—W. J. Hunt, formerly of Yanka sta. (Brainard p. o.), has purchased the elvtr. of the Buckley Grain Co. at this place and will take charge at once.

Milford, Neb.—I have bot out the Buckley Grain Co. at this place and at Ruby sta. (Milford p. o.), and will take charge of the business at once, as I have removed here from Yanka.—W. J. Hunt.

Gladstone, Neb.—We are installing a Hall Signaling Distributor, a 10-h.p. oil engine, new boot, and belting in our elvtr. at this place. We are also contemplating installing a cleaner.—Hebron Grain Co.

Elba, Neb.—I am now mgr. for the Farmers Elvtr. Co., having succeeded G. F. Alexander, who died shortly after taking the position. I was formerly mgr. for the Farmers Grain & Supply Co. at Cotesfield.—C. H. Ender.

Duncan, Neb.—At the annual meeting of the Farmers Elvtr. Ass'n arrangements were made to build a new frame warehouse, 16x26 feet, with an office, 14x16 feet, and to build a 12x12 foot addition to the present office building.

Wilber, Neb.—Fire discovered under the roof of the elvtr. of the Udpick Grain Co. recently was not extinguished for 4 hours. The roof, cleaning rooms, and upper part of the elvtr. were destroyed, but the grain was probably not damaged. It is supposed that the fire caught from the machinery which had been running all day.

Bookwalter, Neb.—At the annual meeting of the Farmers Union Elvtr. Co., held recently, W. M. Hood was elected pres. and S. D. Craig was elected sec'y. The company expects to incorporate in the near future, and will handle live stock, hay, mill feed, and building material as a side line. An elvtr. will either be built or bot.—C. E. Cross, mgr.

Norfolk, Neb.—The Farmers Grain & Livestock Co. is building a 35,000-bu. reinforced concrete elvtr. with hollow tile driveway. Equipment will include a steel manlift; 2 steel legs; 3 motors, 2 of which are G. E. Motors of 7½ h.p.; 2,000-bu. Richardson Automatic Scale; car puller; and power shovel for unloading grain from cars into a receiving sink which will be built. Silent Chain Drives are to be installed. D. F. Hoag & Co. have the contract.

Garrison, Neb.—We are installing a new 15-h. p. kerosene engine, a new 6-bu. Richardson Automatic Scale, another leg, with 6x12 buckets, and a direct loading spout. We are also building a new concrete engine house and doubling the size of our office. These changes will add 5,000 bu. capacity to the elvtr. and give us an additional storage capacity of 40,000 bu. Our elvtr. was built new in 1914.—Farmers Grain Co., Frank Chapin, mgr.

Dunbar, Neb.—The Farmers have formed the Dunbar Grain Co. and have bot out the Murray Grain Co., on the Mo. Pac., and the Duff Grain Co., on the B. & M. R., thus giving us the advantage of being able to get cars on both roads. C. J. Mullis is pres. of the company, and Burton F. Gorton is assistant mgr. on the Mo. Pac. I am still in the same house on the B. & M. R., and the buying and selling is all done by me.—W. G. Hall, sec'y and mgr.

Mead, Neb.—The Farmers Union has completed a 40,000-bu. reinforced concrete elvtr., consisting of 4 circular tanks, 2 side bins and 6 overhead bins. A hollow tile office and driveway also was built. The equipment of the elvtr. includes a 10-ton wagon scale, 2 oil-controlled dump scales, 750-bu. hopper scale, car puller, steel manlift, 2 steel legs fitted with 10x5½ V cups, No. 33 Western Cleaner, a motor driven package elvtr. for unloading from cars, and a dust house and dust collecting system. Power for the plant is furnished by 2 electric motors, 1 of 20 h.p. and the other of 7½ h.p. D. F. Hoag & Co. had the contract.

Yanka sta. (Milford p. o.), Neb.—W. J. Hunt, who recently sold his elvtr. at this place to the Farmers Grain Co., has removed to Milford, where he has purchased the business of the Buckley Grain Co., there, and at Ruby sta. (Milford p. o.).

Superior, Neb.—A fire was discovered in the elvtr. of the Bossemeyer Bros. recently, about 60 feet from the main floor and on the side of a bin of corn. It had started on the upper side of a 3-inch girder entirely away from any belting, pulleys, or grease of any kind.

Fremont, Neb.—The Brown Consolidated Milling Co., operating a mill and elvtr., and which went into bankruptcy, has lost its suit against Logan & Bryan and E. W. Wagner & Co., brokers, of Chicago, to recover losses in purchases and sales of wheat for future delivery made upon the Board of Trade by order of Fred M. Brown, manager. Plaintiffs alleged they were gambling transactions, and defendants alleged they understood they were hedging trades incidental to the milling and grain business. The suit was argued five days before a jury of farmers, and altho Brown testified for the milling company the jury was convinced by defendants' attorney, Chester A. Legg, that it was a legitimate hedging transaction.

OMAHA LETTER.

The private wire office of Hulburd, Warren & Chandler has been taken over by Ware & Leland, for whom W. G. Fuller will be mgr.

Omaha, Neb.—W. H. Bickel, formerly with the Kemper Grain Co., of Kansas City, is now connected with the Flanley Grain Co., of this city.

The Decatur & Omaha Navigation League will build an elvtr. on the levee here. It will be of about 25,000 bus. capacity, and will be equipped with a marine leg bucket conveyor. This will be used to unload, and if grain is shipped or reshipped down the river in the future, it will be used for loading boats also.

John Albers, head of the Albers & Pollock Grain Co., died of pneumonia at his home in Dundee Apr. 14. The body, which was taken to Earling, Ia., for burial, was accompanied by the following com'ite for the Grain Exchange: J. A. Linderholm, O. M. Smith, J. W. Holmquist, S. P. Mason and Frank Manchester. Out of respect to his memory the Exchange did not open until 11 o'clock the morning of the funeral.

NEW ENGLAND

Springfield, Mass.—Timothy Maloney, for the greater part of his life a grain dealer and broker in Western Massachusetts, died Apr. 15, aged 67 years.—S.

Wilmington, Del.—The R. J. Elvtr. Co. incorporated, to operate grain elvtrs. and flour mills; capital stock, \$250,000; incorporators, C. L. Rimlinger, M. V. Haywood, and F. A. Armstrong.

Chatham, N. H.—The Chatham Grain Co., which was recently found guilty of violating the Food Administration's wheat flour regulations, saved its license by contributing \$1,500 to the local Red Cross chapter.

Bridgeport, Conn.—The Bridgeport Hay & Grain Co. incorporated; capital stock, \$50,000; incorporators, Abraham M. Goodman, Nathan Goodman, both of New York City, and Abraham C. Rosenberg, of New Haven.—S.

Worcester, Mass.—We have no intention of buying or building a grain elvtr. Our business is wholesale butter, eggs, cheese and flour. We have had to add substitute cereals, such as rye, barley and corn, on account of government ruling.—Genery Stevens & Son.

BOSTON LETTER.

Improved methods of handling grain from the cars to ships is proposed in plans which are being prepared by engineers in this city. In the past there has been more or less congestion in the movement of freight cars to and from the docks. The proposed plans are being arranged so as

to relieve this congestion and leave the inflow of loaded cars unobstructed by hauling away the empty cars in another direction.—S.

Summer Crosby & Son, of South Boston, are constructing a storage building and grain mill. The building is of brick, 40x80 feet, of mill construction, and is 4 stories high.—S.

The grain men of the Chamber of Commerce took an active part in the Third Liberty Loan campaign, their subscriptions totaling a sum well over \$1,000,000. George W. Eddy was chairman of the grain men's com'te.—S.

NEW YORK

Ogdensburg, N. Y.—The Rialto Grain Co., which has been operating the Rutland Elvtr. under lease for a number of years in this city, has decided not to renew its agreement with the Rutland R. R. because of the company's inability to secure the boats to carry grain.

The Assembly recently defeated the Gibbs-Meyer bill to amend the general business law by increasing from five-eighths of a cent to 1c a bushel, the maximum charge for elevating, receiving, weighing or discharging grain by floating or stationary elvtrs. or warehouses. The vote was 43 to 63, but upon motion of Assemblyman Taylor, of this city, the action taken was reconsidered and the matter was laid on the table. When Senator Gibbs succeeds in getting favorable action on the companion bill which he has introduced in the upper house, an effort will be made to pass that.

BUFFALO LETTER.

At the annual election of the Corn Exchange held recently the following directors were re-elected for 3 years: Dudley M. Irwin, Edwin M. Husted and William J. Heinoild.

At the recent annual election of the Corn Exchange Dudley M. Irwin was elected pres., A. B. Black, vice-pres., and W. J. Heinoild, treas. Fred E. Pond was re-appointed sec'y.

NEW YORK LETTER.

Julius H. Barnes, pres. of the Food Administration Grain Corporation, has called for a conference in this city Apr. 30, of all leading grain interests and representatives of all exchanges. The purpose is to discuss trade conditions relative to handling the crops of the coming harvest.

Following the death of James Simpson the Simpson, Hendee Co. was re-organized. Joseph W. Danforth, Mr. Simpson's partner for a long term of years, was elected pres.; Mrs. Alice D. Simpson, the widow, was elected vice-pres.; George Simpson, brother of James Simpson, was elected treas. and J. E. Baker was re-elected sec'y.

NORTH DAKOTA

Beach, N. D.—Fire destroyed the elvtr. of the J. E. Blair Grain Co. recently.

Judson, N. D.—K. E. Sherman has resigned as mgr. for the Farmers Elvtr. Co. Bisbee, N. D.—H. G. Ostbye is our mgr. for the coming season.—Farmers Elvtr. Co.

Williston, N. D.—J. P. Hoover has succeeded Frank Voll as mgr. for the Farmers Elvtr. Co.

Manvel, N. D.—The Levant Elvtr. Co. has moved its head office from this place to Grand Forks.

McArthur, N. D.—The Monarch Grain Co. will build a coal shed this summer.—O. H. Eddington, mgr.

Ayr, N. D.—William Halter, formerly in the grain business here, has removed to Sunburst, Mont.

St. Thomas, N. D.—I have succeeded M. Buchanan as agt. for the Monarch Elvtr. Co. here.—J. H. Widness.

Powers Lake, N. D.—A. E. Highum, who recently sold his elvtr. at this place, will remove to Lunds Valley, where he will have charge of the elvtr. of the Farmers Elvtr. Co.

Forman, N. D.—The Farmers Co-operative Elvtr. Co. has voted to build a new elvtr. to be up-to-date and to cost \$15,000.

Lunds Valley, N. D.—A. E. Highum, formerly of Powers Lake, will have charge of the elvtr. of the Farmers Elvtr. Co. at this place.

Adams, N. D.—L. M. Flugequam has resigned as mgr. for the Atlantic Elvtr. Co., and has been succeeded by Peter Ordal, of Tioga.

Grenora, N. D.—The Occident Elvtr. Co. has let contract to the Hickok Construction Co. for a 35,000-bu. cribbed elvtr. and flour warehouse on the Gt. Nor. Ry.

Sanborn, N. D.—The Equity Co-operative Elvtr. Co. bot our elvtr. at this place and took possession Apr. 1. The consideration was \$8,300.—Sanborn Farmers Elvtr. Co., A. C. Anderson, mgr.

Grand Forks, N. D.—The Levant Elvtr. Co., of Manvel, has bot the plant of the Beach Mfg. Co., which will be remodeled into an elvtr. The company has moved its head office to this place.

Hample sta. (Oakes p. o.), N. D.—A fire in the elvtr. of the Osborne & McMillan Elvtr. Co. recently destroyed the building, which was valued at \$3,000. The flames spread to the Farmers Elvtr., which was valued at \$9,000, and it was also destroyed.

Cooperstown, N. D.—The elvtr. of the Hammer-Halverson-Beier Co. was recently destroyed by fire, and 1,800 bus. of wheat, 2,000 bus. of barley, 1,900 bus. of flax and 6,000 bus. of oats were destroyed. The fire started in the driveway, but the origin is unknown.

Finley, N. D.—We have let contract for the erection of a 40,000 bu. house, all hopper bottoms, equipped with a cleaner and a Richardson Oat Separator. The power plant will consist of a 20-h.p. engine. The new plant will be completed and ready to receive grain June 1. The 2 houses will give us a combined capacity of 80,000 bus.—Finley Farmers Grain & Elvtr. Co., C. A. Skeie, mgr.

OHIO

Warsaw, O.—I have removed from Millersburg to this place.—Chas. W. Elliott.

Circleville, O.—The Circleville Mlg. Co. has succeeded the Heffner Mlg. Co. in this city.

Mansfield, O.—The Mansfield Elvtr. Co. incorporated; capital stock, \$75,000 to \$300,000.

London, O.—Thomas F. Wood, of F. J. Wood & Son, has joined the Naval Reserve.

Haviland, O.—Elkenbary Bros. have purchased the elvtr. at this place, which they will rebuild.

Sherwood, O.—J. C. Openland is agt. at our elvtr. on the B. & O. and C. & N.—Long & Leithauser.

Hamler, O.—We are installing a No. 6 Monitor cleaner.—The Hamler Grain & Stock Co., A. Ringlein, mgr.

Lodi, O.—The Lodi Elvtr. Co. is contemplating making some repairs and installing some new machinery in its elvtr.

Houston, O.—C. H. Ginn, formerly mgr. for the Farmers Elvtr. Co. at this place, has removed to Dawson, where he has bot part interest in an elvtr.

Elgin, O.—The Elgin Grain Co. incorporated; capital stock, \$10,000; incorporators, Ernest Kreimendahl, Herbert F. Kreimendahl, T. A. Weis and others.

Bowling Green, O.—The Hub Grain Co. incorporated; capital stock, \$50,000; incorporators, Frank Brandeberry, T. F. Waugh, J. W. Fish and others.

Lima, O.—At the time of the Journal's going to press, a fire that practically wiped out the Lake Erie & Western R. R. shops, threatened to destroy the elvtr. of Hyman & Levy.

Dawson, O.—We have bot the elvtr. business of H. I. Staley at this point, and I have removed here from Houston, where I was formerly mgr. for the Farmers Elvtr. Co.—Snow & Ginn, C. H. Ginn.

Whiteville sta. (Metamora p. o.), O.—We have installed electric motors and a grinder at an expense of over \$4,000.—Whiteville Elvtr. Co., Vinton Bird, mgr.

Elgin, O.—We have purchased the elvtr. of H. G. Pollock of this place, and will conduct the business under the firm name of the Elgin Grain Co. We expect to make extensive improvements in the plant in the near future.—Elgin Grain Co.

Columbus, O.—The annual meeting of the Ohio Millers State Ass'n was held at the Hotel Southern April 16 and 17. A fellowship dinner was served at 6 p. m. Tuesday, and an excellent and interesting business program occupied the 2 days of the meeting.—Frank H. Tanner, sec'y.

CINCINNATI LETTER.

We are building an elvtr. and bins which will give us about 50,000 bus. additional storage capacity.—Perin Bros.

E. A. Fitzgerald, pres. of the Grain & Hay Exchange, has appointed John De Molet, Daniel B. Granger, and Redmond S. Fitzgerald a Com'te on Liberty Loan.

Members of the Hay & Grain Exchange will give a dinner at the Hamilton County Club April 22 to O. F. Phillips, federal grain supervisor, who has been transferred to Chicago.

Dedication of the new quarters of the Hay & Grain Exchange in the Gwynn Building will take place about May 15. In the event that the furniture is not received by that time, the dedication will be postponed until June 1. The Exchange is preparing a booklet which will describe the new quarters in detail.

Directors of the Grain and Hay Exchange received a letter from Harry R. Probasco, a similar one being addressed to the Chamber of Commerce, urging that com'tes from the 2 organizations be named to get together and settle all differences between them so that they could become affiliated again.

E. A. Fitzgerald, pres. of the Grain & Hay Exchange, appointed a com'te on arbitration, Apr. 15, to draw up rules governing the settlement of trade disputes between members or between parties, one of whom is a member. The com'te consists of John DeMolet, chairman, Frank R. Brown, Ralph Gray, John G. Broxterman, B. H. Wess, F. F. Collins and Charles W. Schmidt.

The directors of the Hay & Grain Exchange have proposed and approved the following amendment to the by-laws: Any firm, corporation or individual not eligible for regular membership, after being properly posted and as passed upon by the board of directors, shall be eligible to associate membership. Associate memberships, limited to 50 and not transferable, may be issued by the board of directors, said memberships to be non-voting and not allowed the privilege of trading on the exchange floor. The initiation fee for such memberships shall be not less than \$25, and the annual dues shall be fixed by the board of directors at not less than \$25.

The following members of the Grain & Hay Exchange have been appointed on the grain inspection com'te for the year 1918: C. S. Custer, chairman; B. H. Wess, A. C. Gale, John DeMolet, and Elmer H. Heils. On the hay inspection com'te: H. E. Niemeyer, chairman; John E. Collins, Jr., Joseph S. Costello, W. A. Van Horn, and E. J. Kramer. On the corn discount com'te: E. D. Terrill, chairman; Frank J. Currus and H. E. Richter. On the hay discount com'te: Ralph Gray, chairman; F. R. Brown and Frank R. Maguire. On the oats discount com'te: W. R. McQuillan, chairman; William H. Fedders and Alfred Gowing. On the rye and barley discount com'te: Max Blumenthal, chairman; Robert O. Strong and Charles T. Schneider. On the wheat discount com'te: E. A. Fitzgerald, chairman; H. Lee Early and John H. Dorsel.

TOLEDO LETTER.

George W. Forrester and Samuel L. Rice have applied for membership in the Produce Exchange.

William H. Annin has applied for membership in the Produce Exchange.

The new bean elvtr., recently erected for Chatterton & Son, of Mt. Pleasant, Mich., in this city, was inspected Apr. 10 by members of the Produce Exchange. After a tour of the plant the party was entertained at a dinner at the Boody House. Each guest at the dinner was given a small package of navy beans as a souvenir.

OKLAHOMA

Weatherford, Okla.—We have completed an elvtr. and small corn and wheat mill.—Farmers Union Exchange, R. L. Fry.

Bailey, Okla.—The Bailey Grain Co. incorporated; capital stock, \$9,000; incorporators, W. R. Bracey, A. M. Harris, J. V. Mosley and others.

Enid, Okla.—I have leased my elvtr. at this place to the Millers Mfg. Co. for a period of 15 months, beginning Mar. 1, 1918.—J. H. Shaw, Baxter Springs, Kan.

McAlester, Okla.—The McAlester Grain & Elvtr. Co. and the Hardeman-King Co., of Oklahoma City, have consolidated and incorporated with a capital stock of \$100,000.

Gage, Okla.—In Mar. we bot the elvtr. formerly owned by the Cress & Robinson Grain Co. at this place, and the Robinson-Brown Grain Co. bot the elvtr. at Supply and Fargo, Mr. Cress retiring from the grain business.—Oscar Robinson Grain Co.

The annual convention of the Grain Dealers Ass'n of Oklahoma will be held Wednesday and Thursday, May 22 and 23, at the Skirvin Hotel in this city. The subject of "Grain Dust Explosions, Their Causes and Prevention," will be handled by an able speaker, and demonstrated by motion pictures. Other features to be taken up are: "What Can the Grain Dealer Do to Save His Business," "General Advance in Rates and Their Effect on Oklahoma," "New Rules Under the Federal Supervision of Grain Inspection," and "Obligations Resting on Grain Dealers and Millers During the War."—C. F. Prouty, sec'y-treas. Grain Dealers Ass'n of Oklahoma.

OREGON

Portland, Ore.—Contract has been let for the erection of the 1,000,000 bu. St. Johns Municipal Elvtr., which will cost \$798,383.

Culver, Ore.—We are not figuring on erecting any grain elvtr. this year.—Tapping Implement & Grain Co., H. C. Tapping, pres.

Milton, Ore.—The contract for the erection of a bulk grain elvtr. at this place has been awarded to the Burrell Construction Co.

North Powder, Ore.—The North Powder Farmers Elvtr. Co. has been organized for the purpose of erecting a 30,000-bu. bulk grain elvtr. to handle this year's crop.

The Dalles, Ore.—The Dalles Co-operative Union Elvtr. Co., which was recently incorporated, has let contract for the construction of a 50,000 bu. concrete elvtr. to cost approximately \$25,000.

Klondike, Ore.—The Farmers Elvtr. Co. has been organized with a capital stock of \$25,000. J. M. Yocom is pres. of the company, and Madison Cooper is sec'y-treas. A 50,000-bu. capacity elvtr., to be completed by July 1, will be erected on the Shaniko branch of the O.-W. R. & N. Co. R. R.

Pendleton, Ore.—The elvtr. that the Glasser Construction Co. is building for H. W. Collins is practically completed. The elvtr. has a capacity of 50,000 bus. with 18 bins and 4 legs, and has a handling capacity of 3,000 bus. per hour. Two automatic scales have been installed. The new elvtr. is coupled to a 12,000-bu. capacity cleaning plant.

SOUTH DAKOTA

Wessington, S. D.—H. A. Oestreich is mgr. for the Eagle Roller Mills Co.—O. O. Lund.

Utica, S. D.—The Snedecor Elvtr. Co. has succeeded the King Elvtr. Co. at this place. Gayle Snedecor is agt.

Lake Preston, S. D.—The Lake Preston Co-operative Co. sold its old elvtr. at public auction to H. H. Brekke.

Wessington, S. D.—The elvtr. of G. W. Van Dusen has been repaired and is now ready for the new crop.—O. O. Lund.

Watertown, S. D.—The name of the new mgr. for the Watertown Farmers Elvtr. Co. reported as being J. F. Stankey should be J. F. Sankey.

Garretson, S. D.—The Farmers Co-operative Grain & Supply Co. incorporated; capital stock, \$10,000; incorporators, Ole J. Berdahl, F. E. Locke, and John Engbretson.

Madison, S. D.—J. R. Griffin, formerly mgr. for the Union Grain & Seed Co. at this place, has removed to Lone Tree, Ia., where he will have charge of the elvtr. of the Farmers Union.

Rauville sta. (Watertown p. o.), S. D.—We will install a new cleaner and a 15-h.p. gasoline engine. We intend to fix the elvtr. up in good shape.—Rauville Grain Co., B. J. Jacobs, mgr.

Centerville, S. D.—A company, to be known as the Farmers Elvtr. Co., has been organized at this place to conduct a grain and coal business. Nick Nelson is pres., and Henry Weeks, sec'y.

Madison, S. D.—F. H. Sloan, formerly mgr. for the Farmers Elvtr. Co., has purchased an interest in the Union Grain & Seed Co. At a recent meeting of the company he was elected sec'y-treas.

Wessington, S. D.—The elvtr. of the Farmers Elvtr. Co. is being repaired. It is to be equipped with an automatic dump controller, double leg, automatic scale and cleaner. An electric motor is to be installed, and a new office will be built. T. E. Ibberson will do the work.—O. O. Lund.

Wessington Springs, S. D.—We have just bot the elvtr. owned by the Union Grain Co. It has a capacity of 18,000 bus. and is run by water power. It is equipped with a manlift and an automatic scale. We expect to build a large storehouse in connection with the elvtr.—Farmers Elvtr. Co., J. L. Sedgwick, mgr.

Britton, S. D.—We operate a mill of 150-bbl. capacity, and an elvtr. of 25,000-bu. capacity. We expect to buy all kinds of grain on new crop. At present we are only buying wheat. We are capitalized for \$80,000. C. F. Ruh is pres. and R. A. Demert is sec'y. of the company.—Britton Co-operative Mfg. Co., W. H. Neelen, mgr.

SOUTHEAST

Florence, Ala.—A corn elvtr. will be built at this place in time to handle the 1918 crop.

Dublin, Ga.—We are contemplating organizing a company, with a capital stock of \$15,000, to conduct a grain elvtr. business in the fall.—Chamber of Commerce, N. G. Bartlett, sec'y.

TENNESSEE

Franklin, Tenn.—We have discontinued working on our elvtr. because of present conditions.—S. M. Flemming Co.

Nashville, Tenn.—J. R. Hale & Sons have let contract for the construction of an elvtr. to be located on their property in West Nashville.

Nashville, Tenn.—We have let contract for additional elvtr. and storage warehouse, 48x96 feet, with concrete foundation.—Tennessee Grain Co., D. V. Johnson, pres.

Nashville, Tenn.—The Grain Exchange held its annual meeting Apr. 16, and elected the following officers for the year. E. M. Kelley, pres., F. E. Gillette, vice-pres., and W. R. Tate, second vice-pres. The following directors were also elected: R. H. Worke, S. C. Wilkes, W. T. Hale, Jr., J. N. Covington, and C. D. Jones.

TEXAS

Haskell, Tex.—The Sherrill Elvtr. Co. recently installed mill machinery in its elvtr. at this place.

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Grain Dealers Journal

Clifton, Tex.—While riding on the manlift in the elvtr. of the Clifton Mill & Elvtr. Co. April 14, Eric Schow fell and was killed.

Dallas, Tex.—The Liberty Grain Co. incorporated; capital stock, \$10,000; incorporators, Tony Brignardello, G. M. Shannon, and F. P. Garvin.

Lakeside sta. (Eagle Lake p. o.), Tex.—George Herder has sold the mill, elvtr. and other property of the Farmers Rice Mill to Frank O. Balch, of Chicago.

Quanah, Tex.—There are 2 grain elvtrs. here and we operate both of them. The Taylor Grain & Coal Co. are not car lot shippers, but handle feed and coal at retail.—Quanah Mill & Elvtr. Co.

Howe, Tex.—We suffered the loss of a hay warehouse and a few cars of hay in our recent fire. It is thought that the fire was set by an enemy alien, who was working on the section at this place. Our loss was not heavy.—J. A. Hughes Grain Co., J. A. Hughes, mgr.

Hearne, Tex.—The cause of the recent fire in the warehouse of the Haigler Grain Co. is unknown. The damage to the building was approximately \$1,000, and to the grain, \$3,000, partially covered by insurance. The warehouse will be rebuilt immediately.—J. M. Haigler.

Waco, Tex.—The recent fire in our plant started in the top of the elvtr. supposedly from the electric wiring. We will rebuild as soon as we can have plans made for concrete structure absolutely fireproof. Will build 50,000 bu. rapid handling house operated from both sides.—Clement Grain Co.

McKinney, Tex.—J. Burrage & Co. have purchased the 5-story mill and elvtr. buildings, warehouses, brick offices, and 2 acres of land on the west side of the H. & T. C. R. R. tracks. They are preparing to install an up-to-date corn mill, corn sheller, and mill for the manufacture of stock feeds, chicken feeds, etc.

Dallas, Tex.—J. Hyman Pearlstone, of Palestine, and Tucker Royal, of this city, have purchased the elvtr. plant of Knight Bros. The elvtr. will be enlarged and equipped with up-to-date machinery. The firm will be known as the Pearlstone Mill & Elvtr. Co., and Mr. Pearlstone will remove here within the next 2 months.

WASHINGTON

Tacoma, Wash.—Work is progressing rapidly on the new elvtr. of the Sperry Flour Co.

Packard, Wash.—The Packard Farmers Whse. Co. will build a 60,000 bu. grain elvtr. and office building.

Valleyford, Wash.—We will build an elvtr. of 25,000-bu. capacity on the S. & I. E. Ry.—Farmers Grain & Produce Co., C. H. Tart, mgr.

Alstown, Wash.—We have let contract for the erection of a 30,000 bu. crib elvtr. at this place.—Waterville Union Grain Co., J. M. Friel, mgr.

Withrow, Wash.—We have let contract for the erection of an 80,000-bu. concrete elvtr. at this place.—Waterville Union Grain Co., J. M. Friel, mgr.

Huntsville, Wash.—Building 75,000 bu. concrete crib elvtr. at this place. It is to have a capacity of 2,000 bus. per hour, and is to be equipped with a cleaner and 2 elevating legs.—George F. Price, Dayton.

Walla Walla, Wash.—C. L. Swezer is pres., M. Taner, secy'-treas., and J. A. Rifley, mgr. of this company. We have a 100,000-bu. reinforced concrete elvtr. under construction.—Walla Walla Warehouse & Elvtr. Co.

Dayton, Wash.—The Whetstone Turner Whse. Co. has increased its capital stock from \$25,000 to \$100,000. The company is constructing an elvtr. at Longs sta. (Dayton p. o.), and at Huntsville, each with a capacity of 75,000 bus. The increased capital stock will be used in the construction of elvtrs. to meet the demand for handling grain in bulk.

Farmington, Wash.—No elvtr. is to be constructed at this point. Practically all grain will be handled in bulk.—Farmers Warehouse Co., Chas. Blickenderfer, mgr.

Longs sta. (Dayton p. o.), Wash.—Building 75,000 bu. concrete crib elvtr. at this place. It is to have a capacity of 2,000 bus. per hour, and is to be equipped with a cleaner and 2 elevating legs.—George F. Price, Dayton.

Sunnyside, Wash.—Rowland & Son have sold their hay, grain and coal business to Fry & Co., of Prosser. It will be conducted by Mr. and Mrs. Severgn. Mrs. Severgn, who is county auditor of Benton county, will resign her office.

Tacoma, Wash.—The Sperry Flour Co. has let contract for the erection of concrete and steel storage bins to cost \$250,000. The work consists of 24 circular bins, 150 feet high, and will involve the use of 500 tons of steel and 8,000 yards of concrete.

Seattle, Wash.—On account of the ruling that new mills will not be granted any wheat, we expect to erect our warehouse, new 1,000-bbl. mill and 250,000-bu. storage later. As soon as the rule is modified we shall get busy. We are now filling and piling the ground.—Centennial Mill Co., L. P. Banning.

Palouse, Wash.—The Farmers Union Warehouse Co., which recently purchased the flour mill at this place, has started the construction of a grain elvtr. in connection with the mill, which, with the small elvtr. that was a part of the mill, will give the plant a total capacity of 80,000 bus. The cost of the addition will be \$6,500.

Lone Pine sta. (Tekoa p. o.), Wash.—The Union Mill & Grain Co., of Tekoa, will erect a new bulk grain elvtr. near the warehouse on the C. M. & St. P. Ry. here. The elvtr. of 50,000-bu. capacity will be erected this summer. The company is contemplating increasing its capital stock from \$16,000 to \$50,000.

Mondovi, Wash.—The Davenport Union Warehouse Co., of Davenport, has let contract for the erection of a 60,000-bu. bulk concrete elvtr. at this place. The new structure will be located on a site leased from the Nor. Pac. R. R. Four tubular concrete bins will be constructed, and an overhead storage, also of concrete, is part of the plans. The cost will exceed \$20,000.

Walla Walla, Wash.—Applications for 3,748,675 grain bags were recently received at the penitentiary, with but 85,000 available. A few counties did not take all their apportionment and this left 70,000, which were distributed among other counties. Prison bags were sold for 19 cents, while the same grade bag is bringing 25 to 26 cents in the open market.

Lamont, Wash.—We have handled grain in bags for years, but this year we are building a 50,000-bu. elvtr. to handle grain in bulk. We are increasing our capital stock from \$8,000 to \$20,000, to absorb the cost of elvtr., which will be about \$14,000. In an average year we will handle 150,000 bus. of grain. James H. Swannack is pres. and W. W. Melville is sec'y of the company.—Lamont Farmers Union Elvtr. & Whse. Co., James Phillips, mgr.

Cheney, Wash.—Work has begun on the construction of the new 800-bbl. flour mill of the F. M. Martin Grain & Mfg. Co., which will be completed in time to grind the new crop of wheat this year. The mill building proper will be 38x84' 6" and 90 feet high to the top of the cupola. In addition there will be a warehouse, 50x84' 6", for storage purposes. To begin with the storage capacity will be 150,000 bus., but provision has been made to double the capacity when the necessity arises. Facilities are provided for the unloading of grain either in sack or bulk. On Apr. 15 the 300-bbl. mill, elvtr., and warehouse of the company, including the stock of wheat and flour, were destroyed by fire with a loss of \$150,000. The 800-bbl. addition to the mill, under construction as described above was not sufficiently advanced to be damaged by the fire. The burned plant will be rebuilt.

WISCONSIN

Sharon, Wis.—J. L. Chester has bot the grain and coal business of Lilley & Dangerfield.

Curtiss, Wis.—I have bot the general merchandise store here, which was formerly owned by Charles Block.—John V. Sturmer.

Darien, Wis.—The elvtr., which we purchased recently from Johnson & De Long, was equipped with electricity last year.—A. A. Huber & Son.

River Falls, Wis.—I bot the elvtr. of Geo. Fortune at this place, which I intend to repair and operate the coming season. I also operate elvtrs. at Beldenville and Ellsworth.—H. O. Junkman.

MILWAUKEE LETTER.

Newton M. Kent, junior member of the firm of Kopelkamm & Kent, died suddenly Apr. 13. He had been a member of the Chamber of Commerce since 1912.

A. A. Breed has been re-appointed chief grain inspector and M. H. Ladd chief weighmaster of the Chamber of Commerce for the fiscal year, 1918-19.

The 6-story warehouse, 66x72 feet, which is to be erected at once by the Armour Grain Co. in this city, will be an addition to the oatmeal mill, and will be completed in 90 days.

The fire, which occurred Apr. 13 in our barley elvtr., was promptly stopped by our sprinkler system, and only a water damage resulted.—Milwaukee Western Malt Co., Albert Zinn, pres.

Frank J. DeTemple, Henry C. Henrichsen, Ray T. Leistikow, LeRoy D. Godfrey, and William F. Lippert have been admitted to membership in the Chamber of Commerce. Erwin P. Nusslock has transferred his membership.

The supervisors of grain inspection and weighing of the Chamber of Commerce for the new fiscal year were announced as follows: H. H. Peterson, A. K. Taylor, Christian Kurth, H. H. Dadmun and P. P. Donahue. Frank J. DeTemple, Henry G. Henricksen and Roy T. Leistikow have been elected to the board of directors.

The Stratton-Ladish Mfg. Co. has been organized with Patrick P. Donahue as pres., Herman W. Ladish, vice-pres., Harry M. Stratton, treas., and Stuart Gyde, sec'y. The company has taken over the Hansen plant of the American Malting Co. and will transform it into a flour mill with capacity of 2,500 bbls. of barley flour and 100 bbls. of wheat flour. An elvtr., of 1,000,000 bus. capacity also will be built by the company.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL
LA SALLE ST., CHICAGO.

Zone Postal Rates on Your Magazines.

Neither the aeroplane nor the wireless telegraph constitute the greatest milestone of progress in 1918.

Neither the telephone nor the motion picture can be hailed as the most wonderful triumph of the last half century.

Neither the railway nor the steel mill represent the greatest gain to civilization during the past generation.

The greatest thing that has happened in this country—in the world—and the thing that has put Americans further along the pathway of progress has been the fact that more Americans have learned to READ than any other of the people of the earth. And the further fact that they have had more and better literature to read than any other people.

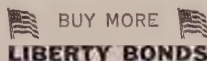
How have they been able to put into practice their knowledge and how have they been encouraged to read more? How have those who did not know how to read been inspired to learn?

By the periodical press of the country. By the newspapers, the weeklies and the magazines. These have been cheap. They have been prepared by the greatest authors, they have been made to encourage authors to write their best and artists to draw their best pictures.

But this is about to become a thing of the past. The era of the magazine that was within the reach of every pocketbook will be gone unless the citizens who have benefited by the fact make known their wants in emphatic terms. Congress has enacted what is called a "zone" system law that will make it impossible for the publishers to circulate their magazines

and weeklies and newspapers at the postal rates they have had heretofore. It passed a law increasing the postage on periodicals to you, the readers of this publication, from 50 to 900 per cent. And it did it by reestablishing a postal "zone" system that was abolished by President Lincoln in 1863. When this "zone" system goes into effect, the man in California will be unable to buy a magazine published in New York for the price he now pays. The citizen of St. Louis will pay more for the same magazine than the citizen of Boston. Is that real, progressive legislation?

Write your Congressman what you think about it.—Do it NOW!



Traveling Supervisors Named.

In order to promote uniformity in the grading of grain by licensed grain inspectors the U. S. Department of Agriculture has appointed six Division Supervisors to travel regularly.

One of these trouble-hunters recently designated is O. F. Phillips until recently supervisor at Cincinnati, O., who now will travel over the district tributary to Chicago, where he will have his headquarters.

I FEEL that I could not do without the Grain Dealers Journal, and express my thanks for the many helpful things and good advice to the grain trade which it contains.—Walter Hunsacker, Carmen, Okla.

Railroad Weight Not Destination Weight.

The arbitration com'tee of the Texas Grain Dealers Ass'n, composed of A. B. Cowan, R. I. Merrill and J. T. Stark, ruled in favor of the Clement Grain Co., Waco, plaintiff, against the Morten Milling Co., of Dallas, Tex., defendant, for failure to furnish proper weight certificate.

The car of wheat was sold on destination weight, and the shortage was \$22.45, for which the Clement Grain Co. made claim against the railroad company, on a certificate reading:

This is to certify that we have this day received and weighed U. P. car No. 123,878, loaded with wheat, and found same to contain 42,880 lbs., grading 3 wheat, 56 lb. Morten Milling Co., G. W. Baker, Weighmaster.

When attorney for plaintiff demanded name and location of weighmaster to get his deposition for use at the trial it developed that the wheat had not in fact been weighed by the milling company, but was weighed by the railroad company. The plaintiff then demanded that the defendant return the money they had paid them for this shortage, claiming that they had not received such weights as they were entitled to, and such weights as would justify them in pushing their claim against the railroad company.

The com'tee "is of the opinion that when grain is sold on destination weights and grades, the shipper is entitled to weights of the consignee which are correct and accurate, and not the weights of a railroad company, also that a receiver of such grain, when demanded, should furnish such weights and evidence thereof as would justify the shipper in filing claims against a railroad company. Therefore we find for the plaintiff."

The HESS OUTDOOR CONDITIONER

(Patented June 15, 1916)

is the cheapest grain protector you can install

Read what a customer says. He bought one on thirty days' trial:

HESS WARMING & VENTILATING CO., Chicago.

Waverly, Illinois, April 10, 1918.

Dear Sirs:—

One of your conditioners was placed on the elevator, when it was built the latter part of 1916, and has been in use ever since. The original cost was made back on the first lot of oats that came in last year, some that were too green and were rained on just before threshing, and so heated at once in the bins. By actual trial with oats wet by rain while coming to the elevator, in the wagon, the test weight per bushel was raised from 28 lbs. to 32 lbs. by passing over the conditioner twice.

If we did not have the conditioner now there is no telling how far we would be "in the hole" with some corn now in the house. It is corn that came in weeks ago on contracts, had to be taken in, then cars failed to come. Yes, and they have not come yet.

Some of the corn was good and some low grade, but the lowest moisture test was 22% and up to 26%. Almost every day and some nights that corn has run over the conditioner in a constant stream, and I can hear it running now. The corn has heated within twelve hours after being cooled but is getting in good shape now. Moisture tests (Hess Tester) today show that the original bin testing 23% now shows 16.8%. Some water lost somewhere. There have been some close shaves to get the corn cooled before it was too badly damaged to ever make a grade, but it has been done so far and no method of dropping through the space over the driveway or from bin to bin would have saved it.

You see we would have been in a bad fix did we not have the Conditioner. We also know how it will wear, for we have passed at least 300,000 bus. over ours and can't see that it has worn. The zinc coating still covers the steel. The foreman putting up the elevator told us all about how "they were taking them off every elevator out in Iowa where they had been placed," and how "the birds keep them so full of trash that they cannot be used and the insurance companies won't insure a house having one on it. There was too much trash always in, for locomotive sparks to light in." His predictions have all failed to materialize.

Yours truly,
McCARTY FARMERS ELEVATOR CO., I. L. Sears, Manager.

Hess Outdoor Conditioner requires no power—no heat—no room in your elevator. It hangs your grain up out of doors, like clothes on a line—when the wind blows through it and the sun shines on it. Not sold as a drier—but it saves and improves grain. Sold on 30 days' free trial.

HESS WARMING & VENTILATING CO.

907 Tacoma Building, Chicago

We are still crowding our factory on Hess Driers, and can make quick deliveries. We have just issued a reprint of customers' letters on Hess Driers. They would interest you. Ninety-two users of Hess Driers—some using as many as six of them—tell us of their experiences. Ask for a copy. It's interesting.

Self-Compensating Automatic Scale.

Country shippers, recognizing that they must know the weight of grain loaded into cars at their elevators to ensure against loss before the ownership is assumed by receivers, have installed shipping scales during the last five or six years as never before. By these scales they have discovered that losses occur between the country elevator and terminal with a frequency and to an extent that they had no previous conception of. With the discovery of these transit leaks and other losses, claims on carriers, based on the shippers' common law right to a complete and safe delivery of their property, materially increased.

While scales at country points have operated to save loss to the shipper by indicating the quantity he shipped and giving him a basis for claims for actual loss in transit, carriers have regarded these scales as an unmitigated evil since they revealed the frequent losses of grain whilst in carrier's control, which they were naturally not eager to pay for. The courts have always upheld the shipper who could furnish evidence of having accurately weighed his grain into cars, on which a considerable variation was disclosed by terminal weights.

The type of scale that has been most widely installed by country shippers in the last few years is the automatic type, for it saves time, space, gasoline for re-elevating, and it is accurate and reliable whenever it is given a fair show. Because this type has been the most favored choice of shippers, it has, to an equal degree, been subject to attacks from carriers who of late have contended that the only adequate weighing facilities are special track scales which the country shipper cannot afford to buy, and which could not be maintained in accurate service at country points, or the one or two-draft hopper scales which most shippers have not room to install and that must be carried on separate foundations to weigh correctly.

Competent experts in this country and abroad concede that automatic scales of best makes are capable of weighing grain within an acceptable tolerance, and that where they are properly installed and carefully operated, their records compared favorably with those of properly installed and operated large hopper scales.

THE CHIEF CRITICISM, and seemingly a justifiable one, is that the operators in charge of automatic scales omit, in not a few instances, to set the scales to weigh correctly. This does not mean that there is any intentional dishonesty, nor that the scales are complicated or hard to understand, but rather, we fear, that the operator is often careless or ignorant of the importance of correct weighing out or is too busy doing other things, or has not taken the trouble to read and follow the simple directions furnished by the makers, or after an original balancing up or setting does not re-balance the scale or re-set the compensator at proper intervals or as conditions require. This compensator consists of a beam and poise, and if this poise is correctly set by the operator it causes the feed gate to close at such an instant that only the correct quantity enters the hopper.

It will be obvious that this compensator must originally be set by the operator to suit the volume and gravity of the final stream or "dribble" of the grain being weighed.

THE CORRECT SETTING is effected as follows: The operator first makes a weighing without the compensator in

place or with the poise set at zero. This weighing is not discharged but is retained in the hopper, and the hopper thus contains more grain than is represented by the weights, and the weight of the overload is found by means of the poise which is moved until it balances the overload. Then the poise is set to deduct the weight of this overload on subsequent weighings and so cause the scale to cut off at just the right moment to give a correct weighing at each cycle.

Besides setting this compensator the operator should test a few weighings to verify the setting, and of course he must change the compensator every time he changes from one grain to another, otherwise he cannot obtain commercially accurate weighing on grains of greatly differing test weight.

When, however, a compensator is properly set the first draft after the setting will be accurate and after that the scale automatically re-duplicates such correct weighings until the car is loaded and the grain is shut off.

Now, because it is claimed some operators do not bother to change the compensator at all whilst others do not change it on every car, and others do not set it correctly, the automatic scale which is capable of weighing with astonishing accuracy if properly installed and adjusted is, as a consequence of this neglect, made to weigh incorrectly.

TO MEET THIS SITUATION, to make the automatic type work accurately regardless of the human element, an automatic scale on a new principle has been designed, known as the New Richardson Self-Compensating Type Registering Automatic Scale, shown in the engraving.

This scale *automatically weighs the dribble* on both the first draft and on all subsequent drafts, and it automatically does its work accurately no matter what may be the test weight or rate of flow of the grain delivered to it, for it may be said to continuously sample and take the test weight of the incoming grain, cali-

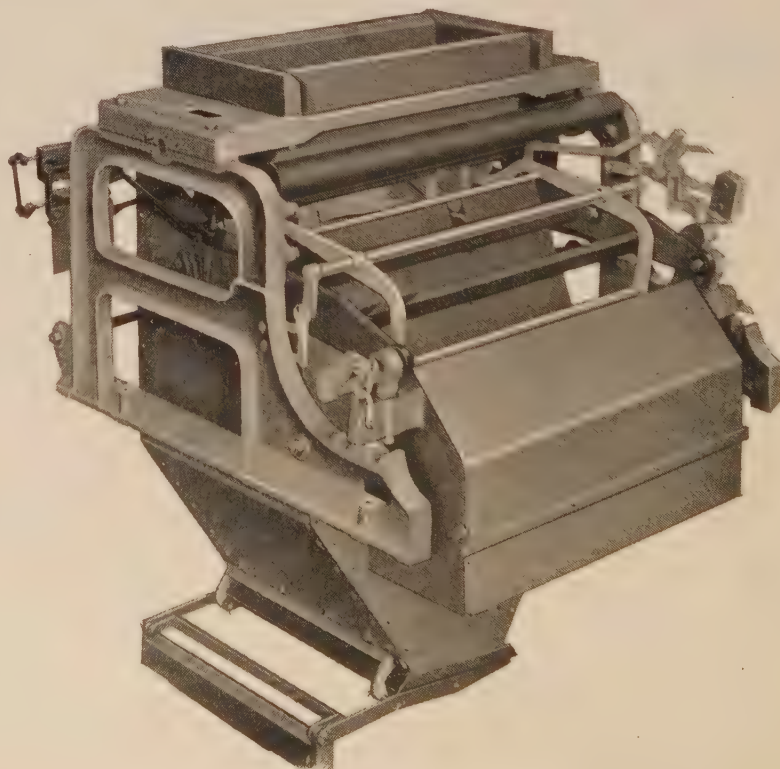
brate the volume and impact of the falling column and provide for all the forces and resistances which affect accuracy, and apply the net total of these forces to the main weigh beam so that the cut-off takes place at just the right moment to ensure an accurate weighing.

It is said to be capable of weighing a load of wheat having a test weight of 60 lbs. — immediately and automatically switching to a load of oats measuring 24 lbs. to the bushel, then to a load of standard corn without the touch of a human finger, and to do it with commercial accuracy whilst no appreciable difference occurs when weighing streams varying from 100 bus. per hour to 1500 bus. per hour on a representative size scale, say 1500 bus. per hour capacity.

It is as accurate as the finest Automatic Scale under the constant supervision of the most careful and skilled man could be and it doesn't need the man to make either the weighing or preliminary adjustment. The scale is really two scales in one, one main weighing machine and an auxiliary scale.

The auxiliary is a real scale having levers, pans, pivots and weights and is inserted in the pathway of the grain as it enters the scale hopper and so this auxiliary automatically weighs the "dribble," or if the now familiar term compensation is adhered to it may be said to provide a system of compensation which automatically transmits an influence to the main weighing lever so that the effect of changes in the gravity of grain being weighed and the forces set up by its fall thru varying distances to reach the scale pan are equalized at the moment of cut-off and thus is secured that equal armed balance of load versus weight which alone constitutes accurate weighing.

THERE IS NO POISE for the operator to move to obtain accuracy. There can be no error in weighing due to the man failing to compensate entirely, or too



New Self-Compensating Automatic Scale.

little or too much. The machine is automatically self-setting and self-testing. This purely automatic scale, on the first weighing and on every single weighing afterwards, automatically and without human assistance sets itself accurately to weigh the particular grade or kind of grain that comes to it each instant, and does this no matter whether the volume varies continually or not.

What is so remarkable is that no complicated mechanism liable to get out of order has been introduced to accomplish this result. There has been no sacrifice of simplicity in the entire scale and tho it has taken many years of study and experiment to perfect this entirely self-compensating automatic scale, it is hard to conceive how it could be simpler. Each and every dribble is correctly weighed and as each and every weighing is accurate within tolerance, it follows that the total weight of the car is correct because the counting of the drafts is done by mechanical duplicate counters and these have never been known to both lie.

This scale retains the equal balance single lever which necessitates standard test weights as counter balance for an equal load of grain, since nothing is better or simpler than the equal balance which doesn't multiply error due to dirt, friction, etc., and which always remains plumb and so avoids errors due to settlement of foundations.

Then, the scale is—as all successful scales for country elevators must be—choke-proof, permitting it to handle without stopping or loss of accuracy the sticks, cob-ends, straws, stones, and other refuse in unclean grain whilst of course dirt doesn't affect the substantial parts which are long and sweeping in their movements.

The important requirement that it shall be impossible for grain to pass thru the scale unweighed due to the upper and lower gates being opened simultaneously, is adequately met by a rust-proof interlocking frame of ingenious design and very positive action so that "a run thru" from such cause involving an overage at destination on a shipping scale and a shortage on a receiving scale is not possible.

The scale is equipped with duplicate registers of a strong and positive kind, specially made for the purpose. It was recognized from long experience that an automatic scale, no matter how carefully designed and constructed, is of no value as a medium of measurement if its register is defective, and many thousands of dollars were expended by the makers of the New Richardson before their present highly efficient design and construction of counters were achieved. One of the counters continuously records and adds up all the weighings made, the second is a set-back counter that counts the number of weighings from or to any car and checks the first counter, whilst the second counter has a mechanism that prints the number of drafts made by the scale on a duplicate weight ticket, thereby avoiding all mistakes in reading and recording.

Another well-proven claim for this new machine is that it more than handles its rated hourly capacity on the light grains such as oats.

If this scale is installed with reasonable care in the cupola of a country elevator to discharge direct to a grain tight loading spout, if it is kept reasonably clean and in balance, which every scale of whatsoever type must be if it is to weigh correctly, the New Richardson of itself and without any manual assistance will weigh the grain from the elevator head or distributor to the car and the shipper is as-

sured of an accurate record of the quantity of grain that left his house thru a leak-proof spout to the car.

It is believed that this scale so thoroughly meets all theoretical and practical objections to the automatic type when used at country points by unskilled operators that it is assured of a great reception by the trade, and cannot fail to be of material service in solving the vexed question of weights for many shippers.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912,

Of Grain Dealers Journal, published semi-monthly, at Chicago, Ill., for April 1st, 1918, State of Illinois, County of Cook:

Before me, a notary public in and for the State and county aforesaid, personally appeared Charles S. Clark who, having been duly sworn according to law, deposes and says that he is the business manager of the Grain Dealers Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation) etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Grain Dealers Journal, 305 S. LaSalle St., Chicago, Ill.

Editor, R. R. Rossing, 305 S. LaSalle St., Chicago, Ill.

Managing Editor, Charles S. Clark, 305 S. LaSalle St., Chicago, Ill.

Business Manager, Charles S. Clark, 305 S. LaSalle St., Chicago, Ill.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.):

Charles S. Clark, 305 S. LaSalle St., Chicago, Ill.; R. L. Morrell, 305 S. LaSalle St., Chicago, Ill.; Myrtle D. Clark, 7130 Princeton Ave., Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state):

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other persons, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is.....(This information is required from daily publications only.)

CHARLES S. CLARK.

(Signature of business manager.)

Sworn to and subscribed before me this 26th day of March, 1918.

(SEAL) OSCAR E. FLINT,
Notary Public.
(My commission expires Aug. 23, 1921.)

COMMERCIAL stocks of fertilizers and fertilizer materials in the United States October 1, 1917, are shown in report published by the Bureau of Markets under date of February 28, which has just been given to the public.

Supply Trade

CHICAGO, ILL.—L. A. Stinson, for many years engaged in the construction of grain elevators has opened offices in the Edison Bldg.

KANSAS CITY, Mo.—The Great Western Mfg. Co. suffered a loss of about \$125,000 in the fire which swept the West Bottoms district recently.

MINNEAPOLIS, MINN.—Honstain Bros. & Co., who have long been engaged in building grain elevators in the Northwest have decided to discontinue business.

OWENSBORO, KY.—E. H. Sherwood, in charge of the Co-Operative Journal advertising for the past three years has recently been appointed advertising manager of the Anglo-American Mill Co.

CHICAGO, ILL.—Silo grain tank and coal pocket contractors in order to promote circular concrete construction have organized the Circular Monolithic Structures Ass'n. W. C. Polk is the president.

SUCCESS Seed Grader Co., Spokane, Wash., has registered as a trade mark the designed word "Success," surmounted by a crown, with a cluster of wheat heads below. Use is claimed since July 20, 1914.

MILWAUKEE, WIS.—P. A. Stinger, C. Morris Thorkildson and S. C. Weber have organized the Industrial Iron Works, Inc., with a capital stock of \$25,000, to engage in the manufacture of machinery for the production of starch, glucose, banana flour and other materials of this character.

MINNEAPOLIS, MINN.—The Day Co. has moved into its commodious new building at Lyndale and 10th Aves., North, where every facility is provided for the rapid construction of the Day Dust Collectors, oil fillers and ventilators. Well lighted work rooms and power machinery add much to the comfort and convenience of the workmen.

WASHINGTON, D. C.—The U. S. Fuel Administration recently issued regulations, approved by the War Industries Board, restricting the manufacture of clay products and rearranging and dividing the manufacturing program of this industry in such a way as to place it on the basis of war industry. There is a 25% restriction placed on the manufacture of hollow tile which is used in the construction of grain elevators.

CHAMBERSBURG, PA.—The demand for properly dried or cured cereals has caused the Wolf Co. to place on the market a vacuum steam drier. This drier consists of any number of cylinders, depending upon the capacity desired. Each cylinder is encased in a larger cylinder with an air space between the two cylinders. This air space admits the steam to every square inch of the inner cylinder, thus assuring a regular even temperature thruout its entire length. The outer cylinder is insulated to retain the heat. Each cylinder is fitted with a ribbon conveyor which fits snugly and scrapes the entire inner surface of the inner cylinder and prevents any roasting, browning or discoloration of the stock. Full information regarding this drier will be sent Journal readers who write requesting it.

Feedstuffs

PLANTS PRODUCING feed are given priority in coal supply by the War Industries Board in Preference List No. 1.

The American Feed Manufacturers Ass'n will hold its annual meeting June 6 and 7 at Buffalo, N. Y., with headquarters at Statler Hotel.

Pueblo, Colo.—The American Alfalfa & Milling Co. has been incorporated. A mill will be built and equipped in time to handle this year's crop.

THE CANADIAN Feed Manufacturing Co. will take over its plant at Fort William May 1. Officers of the company expect to have the plant going at full capacity by May 15.

A SECTIONAL meeting of men of the feedstuffs industry and representatives of Food Administration and state food administrators was held at Kansas City, Mo., April 22.

"RE-PETER" is the trademark registered by the M. C. Peters Mill Co., Omaha, Neb., as a special description of scratch feed, chick feed and mash feed for poultry under serial No. 108,927.

THE ALFALFA mill of the Davidson Mill & Elevator Co., Muskogee, Okla., was destroyed by fire with a loss estimated at \$11,500. The company suffered a similar loss about three years ago.

"SELL-A-GEN" has been registered by the M. C. Peters Mill Co., Omaha, Neb., as a particular description of mixed feed composed of various grains, alfalfa and molasses, under serial number 109,158.

MISBRANDING was shown on a shipment of cottonseed feed by the Southern Cotton Oil Co., Decatur, Ala., to North Carolina, in that it contained 31.64% crude protein instead of 36% called for by the label. A fine of \$100 and costs was imposed.

JUDGMENT in the sum of \$484.02 has been awarded M. C. Burns, of the Traders & Producers Supply Co., of Buffalo, N. Y., by the Supreme Court in an action brought against John Robertson, a feed and grain jobber of New York, on default of contract.

DISPOSITION of stock in the K. & E. Neumond Co., New Orleans, La., has not yet been made by the alien property custodian. The company manufactures feed. Over half its stock is owned by Karl Neumond, of New York, who has been interned. One plan is to sell the

stock to Americans and invest the proceeds into Liberty Bonds.

OWL BRAND cottonseed meal, shipped by the Roberts Cotton Oil Co., Cairo, Ill., to Indiana was labeled "7% crude fat, 41% crude protein," whereas analysis showed 6.08% crude fat and 36.06% crude protein. On plea of guilty shipper was fined \$50 and costs.

THE SOUTHERN FEED Co., St. Louis, Mo., has been thrown into bankruptcy on petition of the Graham & Martin Grain Co., the Goffe & Carkener Co., and the W. A. Miller Hay & Grain Co., indebtedness claimed being \$308.29, \$861.13 and \$824.82, respectively.

A VERDICT has been rendered in federal court in favor of the Salamanca Trust Co., of Salamanca, N. Y., in a suit brought by the bankrupt Chesbro Mfg. Co., also of Salamanca, to recover \$6,700 claimed to have been due under a plan of financing existing between the companies.

ADULTERATION and misbranding of cottonseed meal shipped by the Sulligent Cotton Oil Co., Sulligent, Ala., to Tennessee, in that it contained less ammonia than claimed on the label. No claimant appearing, goods were correctly labeled and ordered sold at public auction.

A MIXTURE of "barley, chaff, screenings, dust and a small amount of malt sprouts" was shipped by C. U. Snyder & Co., Chicago, Ill., to Tennessee and labeled "Malt Sprouts." Product was released to claimant on execution of \$500 bond and promise properly to label the goods.

"WATER GROUND" meal, in the opinion of Bureau of Chemistry officials, is a term derived from the power used by many old-fashioned mills, and no objection will be made to the use of the name if applied to meal made in the same or similar fashion, if the power is not supplied by water.

BRAN is being called for by the war department and millers in the future will be required to supply a definite percentage of their bran to the government. The bran must be ground with screenings, not exceeding the mill run and packed in 100 lb. sacks, net weight. Shipment is to be made as rapidly as car load quantities are accumulated.

MIXING OATS "burned and charred and which had lost all nutritive properties," with other oats, was charged in libel for seizure and condemnation of 1,973.14 bus. shipped by Adolph Kempner & Co., from Illinois to Virginia, complaint being made by the Dairy & Food Commissioner of Virginia. Product was delivered to claimant on execution of bond and payment of costs.

HORSE, CATTLE and poultry feed will be produced at the plant at Hammond, Ind., heretofore used by the Hammond Distillery Co. The property has been taken over by the Nowak Milling Corporation, of Buffalo, which will spend about \$100,000 for new machinery and alterations. S. Howes cleaning machinery will be installed and the plant will be equipped with electric motors.

RETURN of foreign matter to cottonseed, or the deliberate adding of foreign matter, in the opinion of the Bureau of Chemistry, constitutes adulteration and is in violation of Sec. 7 of the Federal Food and Drug Act. This view is of concern to all who ship cottonseed in interstate commerce or for export. It is said to be a common practice among ginners to remove the greater part of foreign matter, including dirt, sand, stones, leaves, hulls, sticks, stems and bolls the unginned cot-

ton contains, and subsequently add this to the cottonseed before making shipment, also that additional foreign matter was sometimes added.

DUPLICATE invoices of all sales of millfeed in amounts of one ton or more must now be furnished the Missouri Food Administration by the mills of that state. This report must be furnished in addition to that supplied the national food administration. Other states also are requiring duplication of reports, seemingly covering the same ground as the national food administration.

WHEN asked to buy Liberty Bonds 62 laborers employed by the Golden Grain Milling Co., of East St. Louis, Ill., demanded an increase of 10% in wages, and organized a strike when their demand was refused. E. L. Solfsburg, the manager, says the men are being paid \$3.25 and that an increase will not be granted. The plant will remain closed until the places of the strikers can be filled.

CONFISCATION of 312 sacks and about 35 tons of hog feed, held by the Piqua Milling Co., Piqua, O., was ordered after an investigation and analysis by federal agents which showed the presence of about 3% of ground glass and sand. The feed was manufactured by the Chicago Feed & Fertilizer Co., and was taken over and stored by the federal agents. The Piqua Milling Co. is held blameless as the feed was presumed to have been inspected and analyzed by the Chicago company before it was shipped.

MINNEAPOLIS FEED JOBBERS, dealing largely in millfeeds, have asked for a wider margin of profit, in a request wired April 13 to G. A. Chapman, chairman of the feedings stuffs division at Washington: "Owing to greatly reduced volume of our business, occasioned by the very small output of wheat feeds, in order to maintain our organization and stay in business it is imperative that our margin of profit be increased. Otherwise we will be forced out of business, as present margins do not enable us to make even overhead expenses."

H. R. BILL 10957 proposes to establish 100 lbs. as the standard of weight for flours, meals and commercial feed stuffs. Packages shall contain 100 lbs. multiples thereof, or any of the following fractions: One lb., two, four, five, ten, twenty-five and fifty lbs. This measure would make it unlawful to pack such products in other quantities, the weight in each case to be net. Exception is made of export goods packed according to specifications, but goods so packed shall not be offered for sale in this country without securing special license from the director of the Bureau of Standards. July 1, 1919, is set as the date on which the measure become effective, if enacted.

Profit Margins in Feeds.

Margins of profit permitted dealers in feeds were defined during a two-day conference between feed men of the country and officials of the Food Administration at Washington. The outcome of the conference, announced April 17, assures feed men east of the Mississippi River and in Arkansas and Louisiana the same margin on wheat mill feeds as have been in effect in eastern states, which, of course, are included in the new designation of territory.

The rule adopted, establishing margins, provides that no licensee buying or selling wheat mill feeds, as a wholesaler or jobber, shall charge more than a reasonable advance over the average bulk price at mill (plus brokerage, commission or in-

Exports of Feedstuffs.

Exports of feedstuffs for February, 1918, compared with February, 1917, and for the eight months ending with February, of the last two fiscal years, compared with the corresponding period of 1916-17 as reported by the Bureau of Domestic and Foreign Commerce, were as follows:

| | February | | 8 mos. ended | |
|----------------------------|------------|---------|--------------|-------------|
| | 1918. | 1917. | 1917-18. | 1916-17. |
| Bran & middlings, tons | 1,498 | 680 | 4,295 | 4,678 |
| Dr. gr. & mlt. spts., tons | 3 | 23 | 673 | 1,241 |
| Milfdls., tons | 628 | 2,339 | 6,876 | 35,212 |
| Corn oil cake & meal, lbs. | 1,365,632 | | 455,934 | 12,714,242 |
| Ctn'sd. cake, lbs. | 49,708,535 | | 9,602,563 | 766,008,808 |
| Ctn'sd. meal, lbs. | 11,116,225 | 786,238 | 32,226,690 | 225,447,771 |
| Lvs'd cake, lbs. | 146,200 | | 116,522,379 | |
| Lvs'd meal, lbs. | 948,325 | | 16,582,669 | |

section fees actually paid, freight and cost of sacks) of his stock of all such wheat mill feeds on hand or under contract not at that time contracted to be sold; such advance not to exceed, on shipments from mill or in transit, payment cash, demand draft or sight draft, \$1 per ton; on shipment from mill or in transit, sale "on arrival" draft terms, \$1.50 per ton.

In attendance were: Jas. L. King, A. Wenz, N. F. Baringer, Russell L. Wager, Walter K. Woolman and John K. Scattergood of Philadelphia; F. L. Slocum, New York; A. M. Cooke, Syracuse, N. Y.; Arthur C. Palmer, Waverly, N. Y.; L. M. Wilson, Binghamton, N. Y.; E. W. Elmore, Oneida, N. Y.; H. R. Wilbur, Jamestown, N. Y.; F. C. Jones and Geo. H. Strong, Bullville, N. Y.; M. L. Cushing, Jesse C. Stewart and Samuel Woolton, Pittsburgh; A. C. Burnett, Chas. Valier, E. C. Dyer and A. C. Robinson, St. Louis; C. W. Fairchild, A. Jemper and H. W. Robert, Cleveland, O.; Gardner P. Hardy and F. J. Ludwig, Boston; Revere W. Kent, Providence, R. I.; Frank A. Coles, Middletown, Conn.; R. W. Chapin and H. A. Abbott, Chicago; W. F. Brown and H. W. Sentz, Charleston, W. Va.; Paul H. Earle and J. C. Hodges of Birmingham, Ala.; E. J. Keefe, Tampa, Fla., and M. L. Brown, Mobile, Ala.

LUMBER COMPANIES of the middle west have been ordered by the Federal Trade Commission to cease interfering with the business of mail order concerns.

FUEL and railroad administration clashes continue. Mines are shut down, declared Fuel Administrator Garfield, because cars are not provided in which to load coal. Railroad administration officials declare they have delivered 85,613 more cars this year than were handled during the same period last year.

THE NEW STYLE trading in corn has thus far worked out satisfactorily, and enabled handlers of the cash article to protect their purchases. Prices have shown a loss of about 15c from the high point, with but a moderate reaction from the recent low. This has been due largely to hedging pressure and the declines experienced in the cash market. Reports indicate that there is only a small amount back in some sections, while others, particularly where the corn is of poor quality, the farmers are anxious to dispose of their holdings, but finding it difficult to secure cars in which to ship. It is thought that the movement will be of liberal proportions between now and corn planting, if the railroads are able to furnish the necessary equipment. A fairly large proportion of each day's receipts are badly damaged corn, out of condition, for which there has been a good demand at prices ranging from 80 to 95c. Good quality corn is selling a little lower than recently, owing to somewhat larger spot offerings, but there is a good inquiry and we think prices will continue on an attractive basis.—W. H. Perrine & Co.

Corn Flour Capacity.

According to an estimate made public April 5 by the United States Food Administration following a canvass of the whole country the actual milling output of corn meal increased from 3,000,000 bbls. in October to nearly 6,000,000 bbls. for the month of March. The estimated maximum capacity for milling corn meal in the United States mills running twenty-four hours per day, thirty days per month, exceeds 9,000,000 bbls. per month, an increase of 200 per cent over last year. In view of this great output, Americans are now in a position to observe total abstinence from wheat flour and depend wholly on corn meal and other corn products as their source of breadstuffs.

Salvage Wheat at Chicago.

From a sunken steamer in the Halifax disaster 50,000 bus. of wheat has been raised and shipped to Chicago for the account of the ally owner, and the grain is now being dried in the plant of the American Maltng Co., on Goose Island, the odors from which brot the shipment of 35 carloads to the over officious attention of City Health Commissioner Robertson.

The drying is being handled on a fee by a Minneapolis firm, but the wheat will be sold for feed by Howard Jackson, vice pres. of the Food Administration at Chicago, for the account of the ally government. Altho the odor is much stronger from the salt water than an ordinary fire wetting the wheat, mixed in the proportion of 10 per cent, makes an excellent

chicken feed. The drying is now about one-half completed.

Howard Jackson Is Pushing Pinto Beans.

As a food conservation measure the Mexican pinto bean is recommended for use by the United States Food Administration. Hoover is expected soon to send out recipes for the use of the bean in cooking, and it makes a stronger soup than the navy bean.

Howard Jackson, food administrator at Chicago, has obtained a large quantity of pinto beans grown in Colorado that he will supply to all comers at cost, which is \$8.80 per 100 lbs., f. o. b. Colorado shipping points, in 100-lb. bags. Freight and charges will make the cost about 9½ cents per pound all told.

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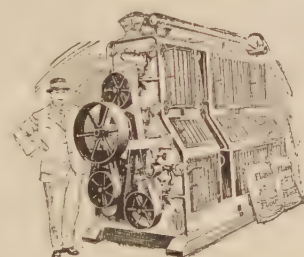
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Supreme Court Decisions

Bank Has Title Under B/L.—When a bank in good faith makes advances, whether as a purchaser or lender, and receives a B/L as security, it has a claim upon the property covered by the B/L, which is good as against the claim of a creditor of the shipper.—*Painesville Nat. Bank v. Hannan*. Supreme Court of Colorado. 171 Pac. 364.

Commencement of Carrier's Liability.—The test as to whether the relation of shipper and carriers had been established is, Had the control and possession of the goods been so completely surrendered to the railroad company that nothing remained to be done by the shipper?—*W. F. Bogart & Co. v. Wade*. Supreme Court of Arkansas. 200 S. W. 145.

Contract for Future Delivery Valid.—The fact that at the time of making the contract for future delivery the party binding himself to sell has not the goods in his possession, and has no means of obtaining them for delivery otherwise than by purchasing them after the contract is made, does not invalidate the contract.—*International Life Ins. Co. v. Stuart*. Court of Civil Appeals of Texas. 201 S. W. 1088.

Failure to Deliver Wheat.—Under a contract requiring delivery of wheat "in regular elevators," delivery and payment were contemporaneous acts, although the contract did not so specify, and it was not necessary, in a suit for damages for failure to deliver, to aver tender of payment where there was an averment of refusal to deliver after demand.—*Helm v. C. H. Albers Commission Co.* Supreme Court of Missouri. 199 S. W. 1008.

Feedingstuffs Law Not Applicable to Broker.—Revisal 1905, § 3958, forbidding the sale or offering for sale of cotton seed meal containing less than 7½ per cent ammonia, does not apply to a broker who takes an order and sends it to be filled, because a "broker" is merely one who brings others together to deal and does not see or handle the goods.—*State v. Faulkner*. Supreme Court of North Carolina. 95 S. E. 171.

Bank's Remedy for Dishonored Draft.—Where a draft and B/L is given to a bank by a depositor in exchange for credit, and the draft is dishonored, the bank can apply the debtor's deposits on the debt without the consent of the depositor, and it is immaterial that the draft was made payable direct to the bank; but this is not true if the transaction is a sale of the shipment.—*Cochrane v. First State Bank of Picton*. Kansas City Court of Appeals. 201 S. W. 572.

Discrimination by Carrier.—An agreement with a shipper to expedite a shipment at regular rates, no special rate having been published for expediting, is a "discrimination" in violation of the Interstate Commerce Act (Act Cong. Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1916, § 8563 et seq.]), and relief on such unlawful contract will be denied.—*F. Grossman Mfg. Co. v. N. Y. Cent. R. Co.* Supreme Court of New York. 169 N. Y. Supp. 213.

Negligence of Last Connecting Carrier.—A common-law action against the last of several connecting carriers, to recover for injury or damage to a shipment of freight in the course of interstate transportation, where the injury or damage complained of was caused by the negligence of the last connecting carrier, is not prohibited by the terms of Act Cong. June 29, 1906 (34 Stat. 595, c. 3591) § 7, pars. 11, 12, known as the Carmack Amendment to the Hepburn Act, amendatory of Act Feb. 4, 1887 (24 Stat. 386, c. 104, § 20 [U. S. Comp. St. 1916, §§ 8664a, 8664aa]). Under this amendment the lawful holder of the bill of lading issued by the initial carrier for freight to be

transported in interstate commerce may maintain his common-law action against any one of several connecting carriers for loss or injury on its own line. *Cincinnati, etc., Ry. Co. v. Rankin*, 241 U. S. 319, 36 Sup. Ct. 555, 60 L. Ed. 1022 L. R. A. 1917A, 265.—*Southern Ry. Co. v. Morris*. Supreme Court of Georgia. 95 S. E. 284.

Cross Trading.—Where a floor broker, holding orders from different customers to buy and sell on the same terms, cries out the transaction and makes the sale and purchase to himself at the price shown by the last sale shown on the exchange, the transaction is called a "cross-sale or trade," and is illegal under rules of exchange, requiring two brokers to every purchase or sale.—*Cohen v. Rothschild*. Supreme Court of New York. 169 N. Y. Supp. 659.

Inspection After Transfer.

A car of oats was bot by the Mayo Milling Co., Richmond, Va., of the Hales & Edwards Co., Chicago, Ill., on Chicago official inspection, and the latter tendered an official in-inspection certificate on C., B. & Q. 117,118, and a weight certificate showing the transfer to S. P. 24,935 by the Hales Transfer Elevator. The certificate showed No. 2 red rust proof, but on arrival at Richmond they were graded sample white oats, damaged and musty.

Buyer rejected the car, alleging the oats had been purchased for seed and they were sold for the account of whom it might concern at a loss of \$182.73.

Seller contended that in order to facilitate the movement of this shipment, it did use the in-inspection certificate and offered in testimony an affidavit of the superintendent of the Hales Elevator to the effect that he personally supervised the transfer of car C. B. & Q. 117,118 into S. P. 24,935 on Sept. 11, 1917, and that two deputy weighers from the Board of Trade Weighmaster's Department, of Chicago, were present and sealed the spout from the unloading leg to the shipping scale, as is the custom in cases of direct transfer, and that the identity of the oats was entirely preserved; that the objection of defendants is purely technical and that it is a general custom in the Chicago market to use these in-inspection certificates in this manner to facilitate the movement of grain.

The Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, Jno. S. Green and F. E. Barker, held: It is the opinion of this Com'te that should the practice of using in-inspection be general it would open up an avenue for the practice of fraud and deception which would throw the grain trade into confusion and would oftentimes bring an otherwise reputable market into disrepute by the acts of some individuals who might be disposed to take advantage of that privilege and not deal fairly.

A purchaser of grain out of any market, on the weights and inspection of that market, is certainly entitled to an inspection certificate and weight certificate issued and dated at the time of shipment, as he assumes all hazards from that time on, and in many cases a few days might have a material difference in the weight or condition after the inspection is made, as there must of necessity be a point in every grain transaction where the liability of the seller shall cease and the liability of the buyer commence, both as to inspection and as to weights. The wording as shown in this confirmation, "Chicago official inspection," should only mean an out-inspection and at the time the grain was changed from the liability of the seller to that of the buyer or his agent, the Railroad Company.

Therefore, in this case we would find for the defendants, Mayo Milling Co., and order the costs of arbitration to be paid by the plaintiffs, Hales & Edwards Co.

Grain Carriers

WE ARE getting no complaints of material car shortage in the West. Eastern congestion is still serious.—J. J. Stream, coarse grain administrator.

CHICAGO's first grain steamer clearance, this season, the Harvester with 669,000 bus. of oats, the largest cargo of grain ever loaded there, left for Georgian Bay ports April 16.

FREIGHT CHARGES on a car load of oats from Blanket, Tex., to Mobile, Ala., stopped in transit at Sherman, Tex., of which complaint was made by the Pittman & Harrison Co., were found by the Interstate Commerce Commission to have been unreasonable and reparation was awarded.

ICE extends for 15 to 20 miles out on the western end of Lake Superior. At Port Arthur it is 24 miles to open water. Ice in the St. Mary's River is so soft a passage can be forced easily. Some ice is reported in Lake Huron and the St. Clair River.

FREIGHT CHARGES on salvage oats, shipped by the Mayo Milling Co., from Newport News and Richmond, Va., to Chicago, were held by the Interstate Commerce Commission not to have been unreasonable or unduly prejudicial. The complaint filed against the Chesapeake & Ohio, was dismissed.

A BARGE line will be operated on the Erie Canal by the Federal Government to relieve the demand on the railroads. Barges are to be built and put into service as rapidly as it is possible to finish them. G. A. Tomlinson, of Duluth, Minn., has been appointed general manager of the Erie Canal, and will have supervision of the construction of the barges and general equipment.

REMOVAL of the embargo on shipment of grain to eastern points has been requested by J. J. Stream, Coarse Grain Administrator. He reported many violations of the embargo by shippers who loaded grain to points where it could be rebilled and shipped east without the shipper overcoming the difficulty of securing a special shipping permit.

FREIGHT between Chicago and Milwaukee, western termini, and Buffalo, will be carried by a lake line, established by the Federal Government to relieve the demand on the railroads. Seven big electrically lighted steamers have been assigned to this work and day and night crews will be employed at terminal points to load and release the boats as rapidly as possible. The line will be called the Lehigh Valley Transportation Co. and will serve all eastern trunk lines at a common Buffalo terminal.

NO INCREASE in transportation rate, fare, charge or classification shall be made without the consent and approval of the Interstate Commerce Commission. Applications for increases must give all information necessary to disclose the change that will be made both with respect to the greater charge made for the service and the changes resulting to classification, rules, regulation, etc.

WORK of the railroad administration is being divided and classified. All questions relating to adequacy of service should be taken up with Director of the Division of Public Service and Accounts. The Division of Transportation has charge of all matters relating to opera-

tion; while the Division of Traffic deals with the classification of traffic, determination of charges and the settlement of claims made by passengers and shippers.

ALL SUITS against carriers while under federal control must be brot in the county or district where the plaintiff resides or in the county or district where the cause of action arose," is General Order No. 18, just issued by W. G. McAdoo, director general of railroads. This applies to freight and damage claims and suits for personal injuries, and the purpose is to avoid calling railroad employes to places remote from their work.

GRAIN RATES to Baltimore, Md., from many points in the west, were incorrectly increased 2c a hundred pounds by a B. & O. tariff filed in error which became effective March 25. This tariff error will be corrected in the near future, but in the meantime charges on grain moving between the points affected will be assessed on the basis of the published rates. Freight bills covering such shipments should be preserved or filed with traffic buros so reparation may be demanded when the errors are corrected.

Rules Governing Industry Tracks.

General Order No. 15 makes important changes in methods of installing, maintaining and using industry tracks. It is stipulated that the industry shall pay for, own and maintain that part of the track beyond the right of way of the carrier; that the carrier shall pay for, own and maintain that part of the track on the right of way from the switch point to the clearance point.

If the industry fails to maintain the track in reasonably safe condition, the railroad may disconnect or refuse to operate over the track. The carrier also is given the right to use industry tracks when necessary, but not to the detriment of the industry. Written contracts between the industry and the carrier shall embody these provisions.

Where existing tracks are not covered by contracts they must be maintained and operated in accordance with the provisions governing the construction, ownership and use of new industry tracks. Existing contracts may be abrogated if investigation shows inequalities or injustices. All requirements of state statutes and state commissions with respect to construction, maintenance and operation of industry tracks must be complied with, unless such requirements place an unreasonable burden on the United States Railroad Administration, in which case matter will be brot to the attention of the Director General if conditions warrant.

ED COLLINS, of Atwood, Ill., of Horton & Collins, who operate five elevators, recently made a single sale of 100,000 bus. of oats to a St. Louis firm at 93 cents per bushel.

BY ARRANGEMENT the Federal Government agreed to lend the States \$13,869,525 to facilitate the erection of silos. The Government obtained a report from an elevator construction firm which stated that the silos would return the money invested in them within seven years. The total cost of the bulk handling scheme is estimated at \$10,706,300 in Victoria alone, so that the erection of expediency silos costing but \$4,258,187 is but a small contribution to the extensive constructional campaign which the State has in view. Operations of a similar character are to be carried on in South Australia and Western Australia.—U. S. Consul Wm. C. Magelssen, Melbourne, Australia.

New Car Distribution Rule in Nebraska.

The car distribution rules of the Nebraska State Railway Commission have been amended, and, effective Mar. 1, now provide as follows:

Miscellaneous Shippers Separately Classified.—Cars shall be apportioned between regular shippers as a class and miscellaneous shippers as a class at a station during the current month according to the respective numbers of carload shipments of grain and mill products originated by such classes of shippers from the station during the preceding calendar year, beginning with the year 1917. When the carload shipments originated by miscellaneous shippers at the station during the preceding calendar year do not equal 10% of all of the carload shipments of grain and mill products from the station during said year, 10% of the cars shall be apportioned to miscellaneous shippers, provided application is made therefor in the order book in time to make such apportionment. A major fraction of a car shall be counted as one car in the apportionment; and where there are no regular shippers at a station all of the cars to which said station is entitled for grain and mill products loading shall be apportioned to miscellaneous shippers.

Regular Shippers.—Cars shall be apportioned to each regular shipper during the current month according to the following factors, equal consideration to be given each of said factors, to wit: (1) To the percentage as near as may be that the number of carload shipments originated by such shipper during the preceding calendar year beginning with the year 1917, (or, in the case of shippers not in business at the station for the entire year, the number of carload shipments originated by such shipper during the full calendar months he has been in business, theoretically extended to include an entire year) is of the whole number of carload shipments originated by regular shippers at the station during such year; (2) to the percentage as near as may be that the volume of grain or mill products in the elevator, warehouse or mill of the shipper which is offered for shipment upon the last Saturday of the preceding month, is of the whole volume of such commodities in the elevators, warehouses or mills of all regular shippers at the station so offered for shipment.

Cars shall be apportioned to each miscellaneous shipper at the station in the order application is made therefor by miscellaneous shippers.

A regular shipper shall not offer for shipment grain or mill products in excess of the amount thereof in his elevator, warehouse or mill designed in good faith for immediate shipment. Written notice of such offer, specifying the commodity and the number of bushels or pounds thereof, shall be made to the resident agent of the railroad, who shall preserve the same in a file kept for that purpose. Regular shippers shall also file with the resident agent, weekly as made, a copy of their report to the National Food Administration of grain and mill products in store.

Whenever any shipper declines or fails to accept a car apportioned to him, or fails to begin to load the same within the free period allowed for loading under the official tariffs of the carriers, he shall forfeit all right to such car and the car shall be apportioned to the next shipper entitled thereto. A car so transferred shall be counted both against the shipper refusing and the shipper accepting and loading it in the monthly apportionment.

Car Order Book.—Every railroad company shall provide each of its station agents with a book to be known as the car order book. Such book shall be properly ruled and with suitable headings and shall show (a) the name of the applicant, (b) the date of the order, (c) the date the car is wanted, (d) the commodity for shipment and amount thereof (e) the kind and capacity of car desired, and (f) the date the car is furnished.

Every shipper shall apply for a car or cars in his own name only, and no shipper shall apply in any one day for cars in excess of his capacity to load in one day.

AN INVESTIGATION has been practically completed as to profits of millers and wholesalers in corn meal and flour, it is said, and action by the Food Administration to limit such profits is expected to follow the investigation.

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GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Patents Granted

1,261,108. Grain Door for Cars. John Edman, Minneapolis, Minn., by direct and mesne assignment to Edman Car Door Co., Minneapolis, Minn. This device is a combination of the ordinary sliding car door, arranged to swing outwardly, with means, also for securing it in operative position in the door opening. The supplemental door has openings in its upper edge, and its sides are engaged by the supplemental door, with curved guides extending upward to the roof structure of the car body.

1,262,554. Method of Cleaning Peas, Beans and the Like. Edgar W. Patterson, Simi, Cal. This method subjects the mass to be cleaned to reciprocation on a rifled surface, which slopes both longitudinally and diagonally, the reciprocating action causing the smooth beans to slide longitudinally of and between the riffls, and gravity and the reciprocation causing the rougher particles to pass over the riffls laterally of the direction of the reciprocation, regardless of the specific gravity of the particles.

1,260,556. Automatic Weighing Device. Frank F. Layman, Milwaukee, Wisc., assignor to The Cutler-Hammer Mfg. Co., Milwaukee, Wisc. This weighing scale comprises a scale beam, a scale pan and counterweight carried thereby at a substantial elevation above the pivot thereof for providing accelerated downward movement of said scale pan when the scale overbalances, a direct contact, and a lost motion connection between the beam and the contact for insuring actuation of the latter to open a circuit only upon accelerated movement of the former.

1,260,620. Bag Holder. William John Armstrong, Brussels, Ontario, Canada. A block slidably mounted on an upright has arms pivoted to it permitting of vertical movement of their outer ends in arcs to shift the ends downward and away from each other. A spring is provided to hold the arms normally in oppositely extending position, and to resist yieldably downward movement of the arms. Means are provided for raising and lowering the block. The arms carry means for fastening the bag to them in such manner as to prevent its disengagement by movement of the arms.

1,260,606. Machine for Treating Grain. Thaddeus C. Walstad, Marmon, N. D. This device is a combination two compartment casing, the receiving hopper communicating with the interior of one compartment of the casing at the bottom where it is taken by a bucket elevator. The other compartment contains a treating solution, with a guide tube in the lower end and a receiving

and discharging conveyor operative therein fitted with a plurality of spaced buckets adapted to fit snugly the interior of the tube. The feed conveyor is operative in a plane at a right angle to the plane of operation of the receiving and discharging conveyor.

1,261,299. Seed Separator. James B. Rylander, Lockhart, Tex. This seed separator has a rotary sieve journaled in the supporting frame, a suction chamber, with which a valve casing communicates and in which an air-tight inlet valve turns; a second valve casing also communicates with the chamber and is provided with an air inlet and air tight discharge valve turning in the casing; a fan casing also communicates with the chamber. Means are provided for delivering seed to the sieve and of conveying seed from it to the inlet valve and means, also, for operating the fan and the valves.

1,262,423. Corn Grader and Separator. James Alvin Worsham, Maroa, Ill. This device is a plurality of vibration screens disposed on an incline. The corn to be graded moves under the influence of gravity on the sieves, means are provided for securing the sieves at the margin, including frame with a housing for each sieve. Guides are provided to support the upper surface of each sieve to direct the corn to its respective channel. Means also are provided for imparting vibratory movement between the said margins. The general character and operation of the separator is to carry the grain through the sieves, delivering it as graded to separate outlets.

Big Cars Going Over the Top.

The grain dealers are certainly doing their bit in the matter of intensive loading.

S. Zorn & Co. of Louisville loaded 642 bags (weighing 102,720 pounds), which, at that time, was the heaviest car loaded with sacked oats that had come to the knowledge of C. B. Safford, traffic manager of the Louisville Board of Trade. A few weeks later, this same firm loaded U. P. 138153 with 655 bags (weighing 106,400 pounds).

I. L. Draucker, for A. A. Tanner & Co., at Benedict, Neb., on Mar. 29 loaded in one car 129,450 lbs. of corn for shipment to Omaha.

B. C. Christopher & Co., of Kansas City, Mo., advise the receipt of a car of corn from Stirren & Shacklett of Lamonte, Mo., containing 149,850 lbs. as weighed out.

Next!

WHEAT ACREAGE in England, reported Feb. 1, was 2,504,000 acres, compared to 1,725,000 acres at the same time last year. This is a gain of 45% over 1916, and of 56% over the ten year average.

Exaggerated Incendiarism.

United States Attorney General Gregory punctures the incendiary spy hysteria in a letter to Representative Currie Apr. 12, from which the following is taken:

The public assumes that there is a great deal of enemy activity going on in this country, and it is but natural that vague rumors are magnified into definite and sensational stories.

The talk of damage done by enemy aliens in causing incendiary fires is an illustration of this. Repeatedly, both in reputable newspapers and in publications gotten out by citizen societies, exaggerated statements are made as to the amount of damage.

Statistics show that, considering the vastly increased value of merchandise and plants, the actual fire loss to property of all descriptions in 1917 was not appreciably larger than that of the year of 1913. Likewise, the report recently made by the National Board of Fire Underwriters shows in substance that during the past year not one fire has been clearly proven to be the work of alien enemies, and at a recent conference in the Treasury Department of all of the men in all departments charged with protection of plants and supplies, it was stated without dissent that no instance was known of a fire caused within the past year by alien enemies.

In connection with enemy alien activities you will recall that under the most conservative estimate there are in this country today more than 450,000 German, 600,000 Austrian, and 400,000 Hungarian enemy aliens, i. e., unnaturalized males upward of 14 years of age; estimating 3 to a family there would be within the United States about 4,000,000 persons who are either male enemy aliens or members of their families.

If you will bear in mind that we have quite as much, if not more, trouble with native and naturalized Americans as we have with enemy aliens, you will get some idea of the magnitude of the work which daily confronts this department.

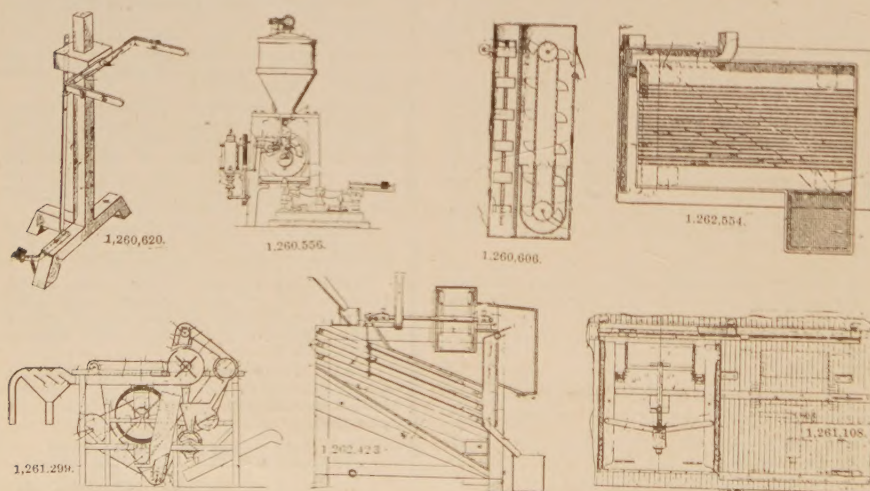
Futility of Price Control.

I think there has been too much hysteria, and it has given too much comfort to the enemy.

How have we been attempting to meet most of our difficulties? Why, in a perfectly impracticable way. We have been trying to fix prices. You can no more fix a price than you can moderate the warmth of the sun by a legislative decree. You do one of two things. You fix the price, yes, in a certain sense, because you may keep a fellow from selling higher by threatening him with jail; but if you fix the price too low, you decrease production; if you fix it too high, you breed speculation; and unless you are as wise as God himself you cannot fix it exactly right. There you are, all in a nutshell; just one of these two results—none other possible.

I voted for all of these things, or most of them, because I did not want anybody, even my worst enemy, to suspect that I was lagging anywhere along the line; but I did it when I knew it was not going to do any good—that part of it. I also knew that nothing but the experiment would satisfy and convince Congress and the people. Now, let supply meet demand; let the American people know what the demand is; let prices take care of themselves, and then production will take care of itself, and there will not be any trouble about enough coal nor food nor anything else, though there may be difficulty about prices.—Senator John Sharpe Williams.

To AVOID what he thought was an impending collision, R. W. Friedel, identified with the Bureau of Chemistry in investigation and experimental work in grain dust and elevator explosions, leaped from an automobile and fell beneath the wheels of a moving freight train. The accident occurred in Kansas City, where he died a short time afterward in the General Hospital.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

FIRE INSURANCE RATES in Canada have been advanced on unprofitable classes as much as 75 per cent, on account of increased taxes and expenses and the hazard of overtime and night work.

To use both kerosene and gasoline the safest way is to place the tanks outside with a three-way valve in the line to handle both of the oils. Some carburetors are arranged to tap the overflow to gasoline tank into the overflow to kerosene tank, which is objectionable.

MANY FIRES would be prevented if the operator would look over the machinery as soon as thru operating for the day. The inspection takes but a few minutes, but will disclose the hot bearing and the fire smoldering in the dust, that cause the mysterious midnight fire. Get the habit.

A SPECIAL COM'ITE of insurance men met the directors of the Terminal Elevator Men's Ass'n at Chicago recently and arranged for an increase in the lines of the underwriters to completely cover all houses and contents on the movement of the new crop. The elevator men will provide protection and watch service.

AT THE ANNUAL MEETING of the Grain Dealers Fire Insurance Co. J. J. Fitzgerald was made assistant sec'y and will remove by June 1 from Omaha to Indianapolis. I. C. King was made general agent; E. A. Wiley, auditor, and C. R. McCotter, western manager. They have been identified with the company for some time and the changes are simply a better organization.

ELEVATOR OPERATORS who failed to observe Apr. 12 as clean-up day still have a few days in April to get under the wire in co-operation with the Grain Dealers National Fire Ins. Co., which suggests that the elevator and all connected buildings be swept from top to bottom; machinery given a good cleaning and adjusted where needed; legs, boots and heads checked up for any defects; engine or motor polished up as it ought to be and put in the best possible shape for running. The engine room especially should be made to look like the work room of a mechanic. Offices should be cleared of all unnecessary papers.

INSURANCE against loss or damage to property in railroad custody, and to railroad property, has recently been considered by Director-General McAdoo, who has issued an order that "Pending a decision on this question carriers should not negotiate any contracts of fire insurance covering a longer period than has heretofore been customary, nor in any event covering a period of more than one year, without special authority from this office." Evidently Mr. McAdoo contemplates establishing a different practice and desires not to be tied up by contracts when the new plan is announced. Whether this will take the form of the government carrying its own risk, or issu-

ing policies on property not owned by it, is not stated. It is said it is not the intention of the government to carry its own risk on the railroads.

CONTRACT for 1,000,000 burlap bags, with binders, shortly will be allotted by the government, the bags to be used as required on the battle fields of Europe.

RELATED STATISTICS of the food survey taken by the government Dec. 31 are now made public. Stocks of corn in the hands

of commercial concerns at that time were 44% smaller than on the corresponding date in 1916. The visible supply statement compiled by the trade and made public three months in advance of the government statistics showed the same approximate decrease, *at that time*. The trade statistics *now* show the visible supply to be increasing rapidly, so that the government announcement is ancient history rather than a dependable guide to present supplies.

ORGANIZED 1902

Tri-State Mutua Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 83 PER CENT of the DEPOSIT PREMIUM
Ask about the "TRI-STATE PLAN" for short term grain insurance
E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

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Of Canton, Ohio

PENNS. YLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

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INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

WE ARE DELIGHTED

The general response to our suggestion for a Clean Up Day on April 12th more than pleases us. Our policyholders caught the spirit of the idea and went to work with a willingness that has characterized grain men in this whole war business.

Elevators have been closed down in many sections for some time; but now that there is a movement of grain on, many fires are being reported. This is due without any question to the fact that proper attention is not being given to oiling. This is a common failing where elevators are run intermittently. Oil your machinery and watch elevator stands.

C. R. McCotter
Western Manager
Omaha, Neb.



C. A. McCotter
Secretary
Indianapolis, Ind.

A fire from any cause will be a calamity; A careless fire will be a crime.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary

Write for Information
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The Gutta Percha & Rubber Mfg. Co.

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Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. **Order Form 12AA. Price \$1.75.**

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

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is being refused by the Government at Atlantic seaboard ports because some of the grains are cracked in the drying process. One Chicago shipper reported thirty cars rejected on this account."

Specify the "ELLIS." It will NOT crack, blister, or discolor the grain.

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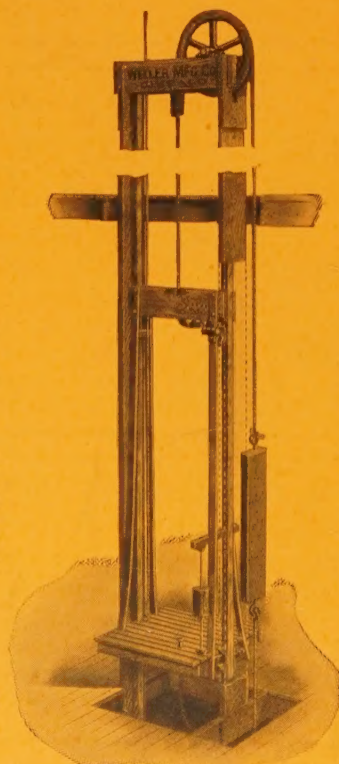
ONE-MAN ELEVATORS

Counting three trips a week to the top of your elevator and figuring the wasted time and energy you will find a big saving and a high return on the investment.

After installing, the only cost of operation is a single pull on the rope and you can float up or down your elevator 25 times a day with less danger, time and energy than it now takes for three trips.

Write today for prices

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YOU'VE played crack-the-whip—everyone has. You couldn't run fast enough so they put you at the foot. You gathered up the dust, and were rewarded by a good sound thrashing for it. You didn't know centrifugal force did it, but you know it now.

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works by centrifugal force—the only scientific principle for separating water and steam, or dust and air. No other like it—it works perfectly. Send your next order for a dust collector to us and become one of our satisfied customers.

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